PACIFIC LINES

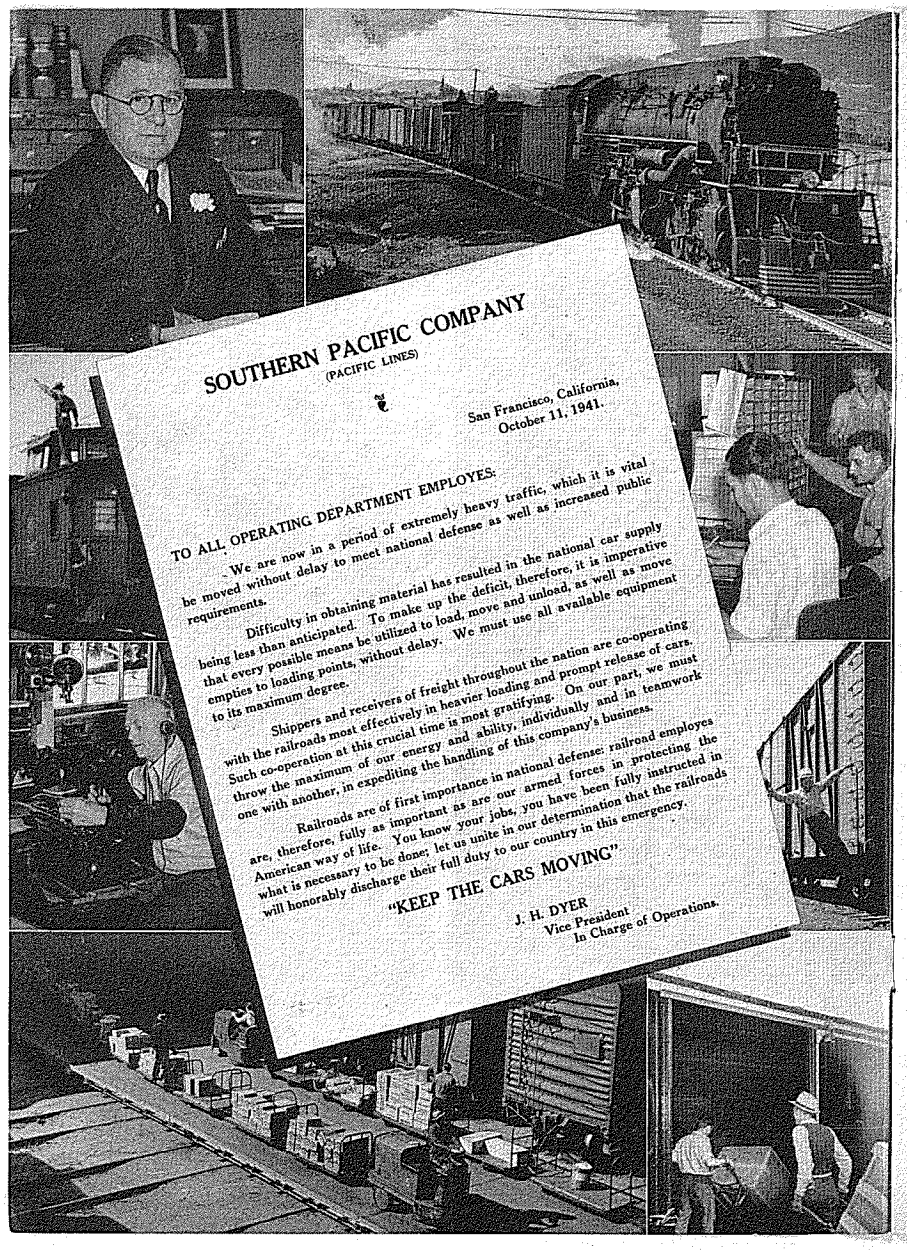
# Southern Pacific Bulletin

NOVEMBER 1941



**From Rail to Ship**

Defense Cargo Ready to Load at U. S. Army's Oakland Port of Embarkation






# OAKLAND AREA HUMS WITH DEFENSE ACTIVITY

THIS is a story of bigness and speed. It's a story of great buildings and barracks and docks springing up from mud flats and the waters of San Francisco Bay. It's a story of whole defense areas arising with incredible speed as a nation's effort goes into high. It's a story of railroading for defense in the Oakland Metropolitan Area — hot spot on the Burma Road of the West.

Railroaders everywhere are a part of this story. Whether they're swinging picks, throwing switches, typing bills, routing cars, speeding trains—they've all had a hand in the dramatic growth of the million-dollar projects now hurtling to completion just inside the Golden Gate; projects that give a nation's answer to "Where do we go from here, boys?"

In September, the *Bulletin* presented an over-all picture of the entire Southern Pacific System geared for defense. Here we give a more detailed story of the Army Port of Embarkation and the Navy Supply Depot near Oakland Pier; the Navy Air Base at Alameda; and the three great ship building centers: Richmond Shipbuilding and Todd-California at Richmond, and Moore Dry Docks in Oakland. Let's start in Oakland and watch our railroad operate for Uncle Sam.

**Port of Embarkation:** As Southern Pacific years ago chose Oakland Pier for one of its most important terminals, so did the Army select acreage in the same vicinity for its thirty-two million dollar port, officially called the Oakland Port of Embarkation and General Dept. Through acquisition of wharfs from the Port of Oakland, the Army was able to utilize a deep water port, already served by extensive SP trackage, and carry on loading and unloading of army ships while going ahead with construction of the final plant.

The project originally planned will be completed early next year, but as these plans are being expanded constantly, it is estimated that over fifty buildings will be built in the area during the next two years. Fifteen hundred men will be permanently assigned to this port that will accommodate twelve transports at its docks. A sketch of the original layout is reproduced on the next page.

This Port of Embarkation will boast the following in the near future: 1600 feet of transit sheds for storing supplies to be re-shipped immediately; 2000 feet of wharfage sheds; administration buildings containing 157,000 square feet of floor space. In addition to the port facilities and the storage sheds, barracks have been completed to house 600 troops of the 394th Quartermaster Battalion. These troops are now being instructed in scientific methods of ship-loading and unloading, a vital technique at such a port and an activity that the Army had to take over during the World War.

### Mountains of Fill

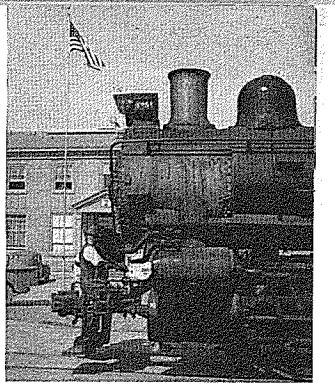
In one section the bay is being deepened, in another it's being filled in. Dynamite charges are being used to blast away hulls of sunken ships while over a million yards of material are being dredged to deepen ship channels. To add to the construction area two small mountains have been virtually leveled to supply a million and a half tons of dry fill into which wooden and concrete piles from 30 to 75 feet long are being driven for building foundations.

Warehouses, some of which are completed, are tremendous structures. They are 180 feet wide and seem to stretch for blocks to reach their 1300-foot lengths. Storage space equal to 10,000 car capacity will be provided when construction is complete. They will hold the ton upon ton of machinery, food, motor vehicles, clothing, tools, bedding—all the supplies of a large army—even now arriving by railroad from every part of the nation for shipment overseas.

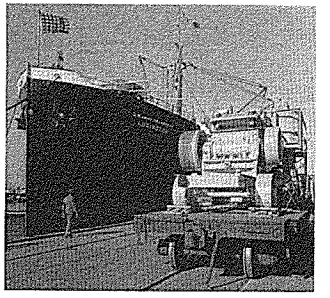
Getting into the construction and dock area to see what's going on is a man sized job in itself. Guards are courteous but firm in finding out who you are and what you're doing around the project. Everyone not in uniform must wear a large colored badge, and many of the badges carry the owner's picture for instant identification. Everything and everybody is on the move here. Over-size dump trucks dash up and down the dirt roads, along with Army staff cars and trucks.

More than a thousand workmen swarm over the partially finished buildings with hammers and saws and paint brushes. Others scan blueprints, adjust surveying instruments, shout orders, while around them march uniformed troops in a significant mingling of a nation's military and industrial power.

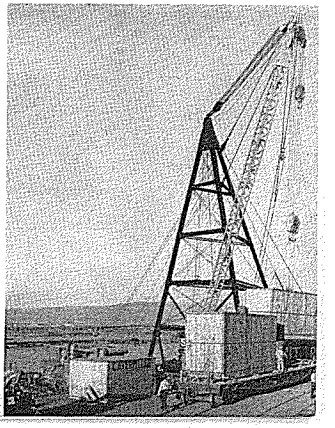
On the docks, stevedores load the holds of Army transports, aided by winches and powerful floating cranes. These sights of



**SIGNIFICANT COMBINATION** is shown here as switch engine, passing administration building at Army's Port of Embarkation in Oakland, typifies the closeness of the present rail-military activity.



**RAIL-SEA COORDINATION** is seen in pictures above and below. Top: machinery moves to ship side at Oakland Port of Embarkation to be loaded on ships by Army Transport Service. Bottom: These cases, weighing twenty ton and more, are moved from cars easily by giant floating cranes.



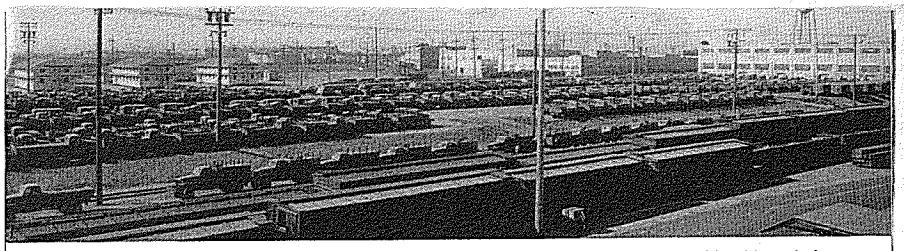
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*Signed contributions of news items and pictures regarding employes and railroad activities are invited, and should reach the editor by the 15th of the month. Pictures and negatives will be promptly returned.*

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**WAITING FOR A RIDE** are these hundreds of army trucks assembled in automobile plants in the Oakland East Bay Area and moved by rail to all parts of the nation and to the Oakland Port of Embarkation for re-shipment to foreign ports. Such allied defense industries as these play a great part in the nation's defense activity, serve widespread areas, thanks to night-and-day work of railroads. To serve such industries SP utilizes over 390 miles of track, keeps between 60 and 65 switch engines on 24-hour-a-day duty, and employs 160 switch crews within limits of Oakland Yard alone. Over a third of Oakland Yard switch engines are diesels.

diggers and cranes; sounds of hammers and drills and pile drivers; the sweat, dust, and action everywhere gives the locality an atmosphere of dramatic intensity.

Through it all runs the railroad. These are the kind of burly, man-sized jobs that the railroad has always relished. Since the building of the West, the whistle of railroad engines and the movement of railroad cars have been in the foreground of every major construction in the nation. The defense projects of today are no exception. First step in all projects usually is the construction of spur tracks, supplementing any already in service, on which to receive building materials. Twining through and around this area are more than five miles of track on which box cars, flat cars, and gondolas shuttle constantly in the basic activity on which construction depends. Railroad trackage is constantly being expanded and it is expected that the Army eventually will have here a railroad plant of its own, operating twenty-five miles of track, served through interchange with SP lines. Railroad facilities on the ground have been turned over to the Government and new track is being added under government supervision. Switching operation is still handled by SP and will be until the Army receives sufficient power to handle its own.



SP Industrial Clerk Karl L. Olson confers with Captain Ackland, Rail Transportation Officer and Assistant Port Quartermaster at Army Port of Embarkation in Oakland.

**Alameda Air Base:** This same combination of magnificent harbor and railroad terminal is utilized by the Navy in their new Air Base at Alameda. One of the little understood and rather surprising features of the air station at Alameda is that it will have little to do with flying planes; will have, in fact, merely a handful of utility planes of its own. The main purpose of this base is to provide a repair and overhaul station for planes of the fleet, and a recreational center for the men who pilot them. A sharp distinction will be made between the airmen and shipmen. For example, when an airplane carrier docks at this base, planes will be flown from the ship to the Alameda field (3,000 feet of concrete runway). There the planes will be serviced and the flyers afforded facilities for recreation and relaxation. The carrier itself, however, will receive no repairs at Alameda, and none of the shipmen assigned to it will come ashore at this station.

But just in case you're visualizing the Alameda Air Base as something of a garage with pool hall attached, we hasten to point out that its completion calls for an expenditure of twenty-four million dollars, that it occupies one thousand acres of land in San Francisco Bay, that it can accommodate three hundred planes at one time, and that it will have an enlisted personnel of six thousand men. For the time being, 1600 men will study aircraft mechanics, metalcrafts and radio in these great hangars and shops, fitting themselves to serve in the Navy's air corp. This training is not a scheduled part of the base's function, but is necessary due to congestion at the Navy's regular training stations.

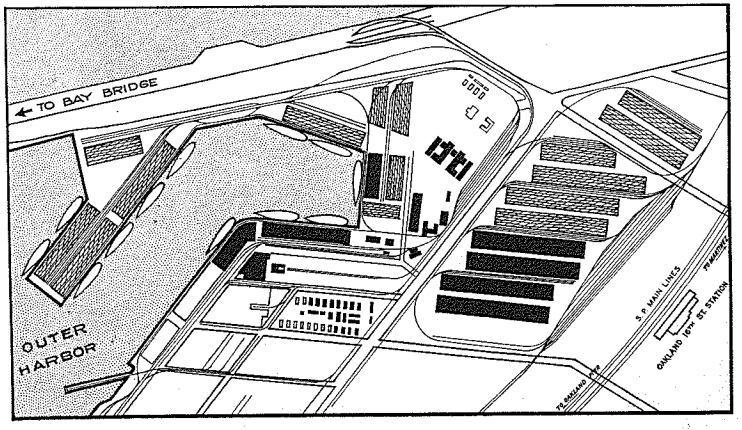
It would hardly be possible for the Navy to get closer to water while on shore than they are at this Base. Deep water flows on three sides of them and 800 of the 1000 acres on which their station is constructed was reclaimed from the bay by filling. Here, as everywhere at these projects, is the railroad, with SP lines joining those of the Alameda Belt Line. One spur parallels the main entrance, Another flanks the warehouses and goes right through the entire base to serve the wharf. Carloads by the hundreds carried building materials over these tracks during the basic construction period, and now arrive daily with the volume of supplies needed for the Navy's operations.

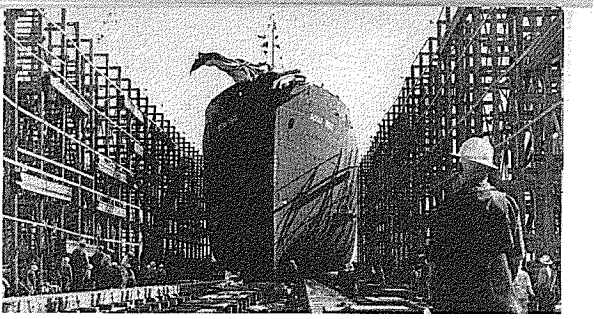
This is the first in a series of naval stepping stones to Alaska and northern waters; to Hawaii and the Pacific; to San Diego, Panama, and the Caribbean.

**Naval Supply Depot:** About all to be seen here are rows of vast warehouses; long, uninspiring lengths of storage space, supplemented by a main administration building and several smaller official buildings. The whole, however, makes up a twenty-million-dollar project at which five hundred men will handle the details of receiving, storing, and distributing naval supplies. Over twenty-five million dollars worth of these supplies can be stored here at one time. This depot is to be a companion base to the one now in operation on the Atlantic coast at Bayou, New Jersey, and will make Oakland the focal distributing point for the U. S. Navy in Pacific and Asiatic waters. Upon completion, it will take over the purchasing and distributing operations now performed at Mare Island. Docking facilities, heavy duty cranes, and other mechanical features are available for loading and unloading several ships simultaneously.

Naturally, transportation facilities are of prime importance to any supply depot. The Navy's new depot, adjacent as it is to SP's Oakland yards, has the entire continent at its finger tips via the railroad. Cars stream in from every part of the country as a great reserve of military equipment gradually accumulates.

**SMALL MAP OF BIG PROJECT** is seen below in sketch showing layout of Army's Port of Embarkation near SP's terminal at Oakland Pier. Heavy black lines outline streets, lighter lines depict track that will serve completed project. Black areas mark warehouses and other buildings now either completed or under construction. Shaded areas mark warehouses and sheds to stand when project is completed. The oval outlines in Outer Harbor mark places where ships will be docked when all wharfs are completed.



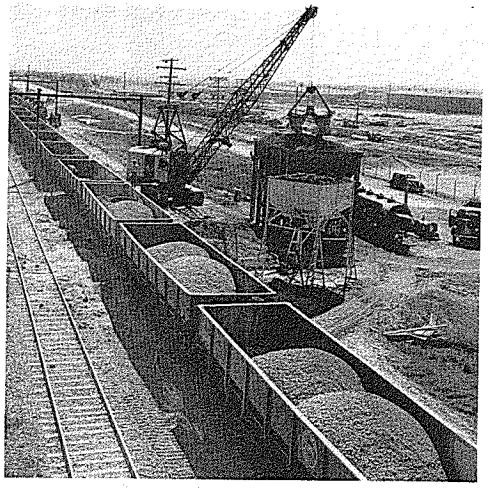
**RAILROADS HELPED LAUNCH IT:** When this "Ocean Viking" took to the waves from the Todd-California Shipbuilding plant in Richmond she owed a debt of gratitude to railroads that delivered the bulk of the materials from which she was constructed. Launching is typical of many taking place here and at Richmond Shipbuilding and Moore Dry Dock, all in Metropolitan Oakland area. Ship parts arriving by rail pictured on page 8.

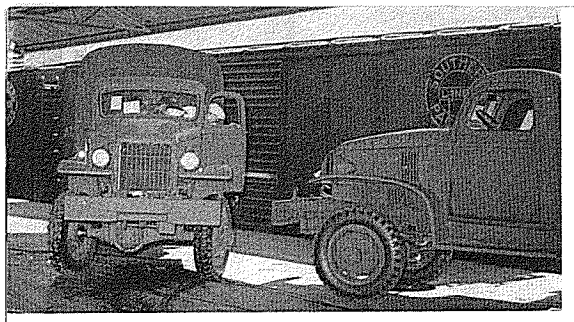
**Shipbuilding:** Major ship-building activity in this district is centered around the plants of the Richmond Shipbuilding Corporation and the Todd-California Company in Richmond, and the Moore Dry Dock Co. in Oakland. The first two, served directly by SP lines, hold government contracts for ship-building activities totaling $109,000,000 and calling for the employment of 15,500 men. The Moore Dry Dock Co. will employ 12,000 men in filling contracts amounting to approximately $118,000,000.

The Todd-California Company has seven ways, is now building exclusively for Great Britain. To date they have launched four vessels and have contracts for a total of thirty. At the adjoining yards of the Richmond Shipbuilding Corp. six keels have been laid and three boats will be launched in the immediate future. All construction at the nine ways of this plant is for domestic use.

An idea of the concentrated activity at these two plants is given by their history. In January of this year there was nothing but mud flats where these modern shipbuilding centers now stand. The keel of

**HEAVY DUTY FOR DEFENSE** finds car after car of building materials brought from distant points to sites of defense constructions. Over 85 carloads of gravel arrived by rail in one 24-hour period to be unloaded on tracks pictured below adjoining Navy defense project. This particular movement was to continue over six-months period.





**READY FOR ARMY** are these army troop and cargo trucks that can each carry one squad of troops. They've just been assembled in Chevrolet's Oakland plant and their first movement will be by rail to army ports and camps. SP maintains complete yard office at this plant.

the first ship was laid at Todd-California in April and the first launching took place August 16; this, incidentally, being the first ship ever launched in Richmond. The speed at which ship is following ship from these ways is due to the concentration of manpower, detailed organization, and use of modern shipbuilding equipment and techniques. For example, the clatter of the riveter has given way largely to the flame of the welder as all plates are now welded together and riveting is cut to a minimum.

Lights burn through the night as both these plants maintain maximum production through all twenty-four hours of the day. The railroad, also on 24-hour-a-day service since the initial stages of plant construction, continues to play an important part in the production of each ship launched. For information about some of the tremendous loads delivered by rail on specially constructed equipment to these enterprises, see page 8 of this issue.

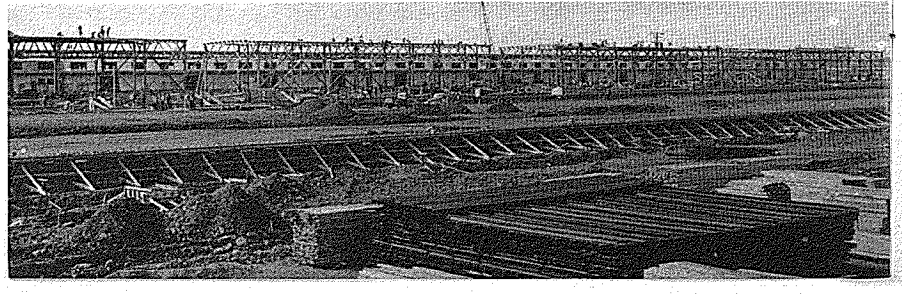
Moore Dry Dock is composed of a four-way yard in which merchant ships are now under construction for use of the Aluminum Corporation of America; and a new Navy Yard also having four ways. The first of three merchant ships, the *Alcoa Courier*, was launched October 21, and the other two will follow before the end of the year. At the Navy Dock, an addition of 31½ acres to the Moore Dry Dock area, every modern mechanical aid to shipbuilding is featured. Now under construction here for the U. S. Navy are two submarine tenders and five submarine rescuers.

Such is the story of army, navy, and shipbuilding activity in Metropolitan Oakland in the epic year of 1941. No mention has been made of the many allied defense industries in this locality for their activity is a story in itself. Auto plants, canneries, oil refineries, glass manufacturers, and many others are going "all out" on government contracts closely identified with defense preparation. To serve the industries and defense projects lying within the limits of the Oakland Terminal alone, Southern Pacific utilizes more than 390 miles of track, keeps between 60 and 65 switch engines (including 22 diesels) on 24-hour duty, and employs 160 switch crews.

Thus, as the pulse of history beats constantly faster, the importance of this area looms larger and larger, as does the importance of the transportation facility upon which it depends so greatly—the Southern Pacific railroad.



**FOUR OF 160** switch engine crews now on 24-hour duty in Oakland Terminal Area. ● Top-left: (Front) L. C. Hull, yardman; L. C. Clemes, engine foreman; P. C. Sartor, yardman; R. H. Tallman, engineer; E. R. Lane, fireman. Top-right: (Standing) R. J. Cool, engineer; C. O. Knudsen, fireman; H. Tower, yardman; J. Emkeit, engine foreman; G. M. Thayer, yardman. ● Above, left-right: B. F. Charles, yardman; B. F. Brown, engine foreman; G. E. Miller, yardman; R. H. Slavinski, fireman; I. Iverson, engineer. ● Lower-right: (Front) F. V. Wilson and O. Norwood, yardmen; W. Wynacht, engine foreman; R. Marin, engineer; F. Beatty, fireman.



**THREE STAGES SHOWN** in the construction of warehouses (below) at army's Port of Embarkation, Oakland. Foundation is shown in foreground, framework in background, and beyond is seen a practically completed building. They are 1300 ft. long. Bulk of building materials arrived by rail.



# "IN ALL THE WORLD NO JOB IS BEING BETTER DONE TODAY"

## So Declares Congressman Lea In Praising Accomplishments of the American Railroads

THE railroads are doing a wonderful job in providing transportation in the present national emergency, Chairman Clarence F. Lea of the House Interstate and Foreign Commerce Committee said recently in a speech in the House of Representatives, at which time he discussed "Transportation and Our Present Emergency."

Mr. Lea said that the transportation picture today is radically different from that of 24 years ago and told of the expenditures and improvements that have been made by the railroads since the World War.

"It is," he continued, "a modernized transportation system that faces the carrier problems of 1941. With these new investments our transportation system is unquestionably the best the world has produced.

"The railroads have gone through a long period of reduced earnings. They have maintained a credit for equipment beyond that available for other purposes. In nearly all cases railroad betterment has been given first place over dividends and other desirable expenditures. They have frequently spent money not earned in order to keep up their equipment.

### Progress Without Fanfare

"Twenty-one years have witnessed many changes in railroad management that have improved efficiency, economy and service. Scarcely any of these changes were spectacular. They came as a result of hard-headed experience urged on by the necessities of their time. In the aggregate, the practical accomplishments growing out of these improvements represent a marvelous record. These things have been done with little fanfare, and accomplished without any decoration of heroes.

"A freight car spends nearly one-half of its life in the hands of the shipper, awaiting loading or unloading. A car ordered prematurely, or unduly delayed in loading or unloading, to that extent lowers transportation efficiency, increases costs and in times of peak loads may create what is called 'car shortage.' In a time of National Emergency we should have no car shortage if we have the utmost efficiency in the maintenance and operation of rail facilities, the most direct routing, cars well loaded, and, through cooperation of shippers, ordered, loaded and released with the greatest practical promptness.

"A condition today of fine improvement over twenty years ago is the cooperation due to the creation of Shippers' Advisory Boards and the aid of many other groups cooperating with the various railroads to expedite freight and reduce costs of operation.

"Today the first problem as to possible car shortage is not the lack or condition of tracks, terminals or rolling stock, but rather the efficient use of the rolling stock available. Under normal conditions a freight car is actually engaged in transportation only about 2½ of the 24 hours of the day. If the average use could be stepped up one-half hour per day the increased transportation product would equal 30,000 freight cars. If national necessity should require it, with the full cooperation of shippers, full loading, direct routing and 24-hour loading and unloading, the present service of these cars could be greatly increased.

"Generally speaking, the situation of the railroads as to condition of their tracks and facilities and rolling stock, is good. Their cooperative relation with shippers and the public is probably the best it has ever been. The roads are in condition to give good service within the limits of their physical properties. We have, however, a less favorable situation as to available equipment, particularly cars and locomotives."

Referring to difficulty which has been experienced by the railroads in obtaining materials for new cars, Mr. Lea said:

"It must not be forgotten that the transportation system of the country is the connecting link between production, distribution, manufacture and use. It is the basic activity on which other defense successes must rest. It would seem every effort possible should be made to supply that deficiency in materials for which priorities have not been granted. There will always be the opportunity to improve the service by use of equipment in existence, but transportation cannot be increased through any degree of efficiency by equipment ordered but not in use.

### Thoroughly Schooled

"Today we have a railroad management schooled in our transportation difficulties in the World War and trained in efficiency under the pressure of unfavorable economic conditions and keen competition of the last two decades. *In all the world no job is being better done today than by the American Railroads.*

"All I have said does not preclude the idea that there is still room for further efficiency and higher accomplishments by the industry.

"I believe the nation can allay any undue apprehension and look with confidence to the performance of our railroads even though their task may become very great. However great that task may become, it cannot be performed to the highest degree of satisfaction without friendly understanding, cooperation and support of the shipping interests of the country. That support I believe the people will give and with a better understanding of how essential their cooperation may be."

## *More Work Per Car*

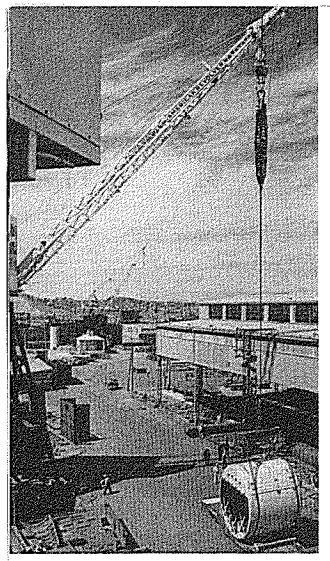
THE work that the railroads are getting today out of a limited quantity of freight cars is something to marvel at, as W. D. Beck of the Car Service Division made clear to A.A.R. car department officers at their recent Chicago meeting. The bad order ratio (4.8 per cent) is the lowest in history and each car is giving three-fifths more service than in 1918, observes the *Railway Age*. This remarkable record is attributed by Mr. Beck, not only to the alertness of railroad organizations, but especially to the magnificent cooperation of the Shippers Advisory Boards, with their "vigilance committees"; and to the fact that government agencies are loading cars heavily and releasing them promptly.



**PLANNING MEETINGS** of passenger ticket men, Special Passenger Representative R. M. Gilmore, CPA W. C. Fell, Gen'l Adv. Mgr. F. Q. Tredway, standing around DPA T. Louis Chess, discuss details of a series of educational conferences. The second one of this series will be held the early part of November in San Francisco.

## Calling All "Rails" Now In Uncle Sam's Service

**A FUTURE issue of the "Bulletin" will carry a list of SP'ers now in the nation's armed service. We are anxious to publish not only the names of the men but also their rank, detachment and present location. Accordingly we ask all SP service men or their relatives and friends to forward the above information to the editor, 65 Market St., San Francisco. If you know any of these men, please let us hear from you.**



GIANT CRANE at the Todd-California Shipbuilding Plant in Richmond lifts a 57-ton ship's boiler off one of SP's newest type of low-center flat cars. One of the ten sturdy SP cars, first of this type built in the West, is shown (front) in the trio below.

# SP Builds New Low-Center Flat Cars To Handle Odd Size Shipments

CONSTRUCTION of special freight cars to haul over-size loads, is another step taken by Southern Pacific to meet the needs of national defense traffic.

Nearing completion at Sacramento General Shops are the last of ten reinforced steel depressed-center flat cars capable of transporting loads of unusual size, such as large diameter castings, transformers, peg top buoys or marine boilers, which when handled on flat cars of conventional height would not allow sufficient clearance through railroad tunnels. Only the ends of the cars that rest on the wheel trucks have the usual floor height of about four feet, while the center portion lies from two feet two inches to two and a half feet above the rails.

These are the first cars of this type owned by any western railroad. They have carrying capacity of 70 tons, are 52 feet long and weigh about 66,000 lbs. First of the ten cars was completed early in August. Cost of each car will be approximately $5,000, due to the special type of construction, the additional material required, and small number built.

"In designing the cars," says Gen'l Sup't of Motive Power George McCormick, "our main problem was to provide sufficient strength at the center where the height of the sills is reduced to a minimum, and to accomplish this with the available material. It was necessary to use plates and shapes ordered for our flat car program, reducing the number of these cars from 150 to 130, as two sets of flat car steel were required for each depressed center car. A limited amount of additional material was purchased locally, particularly the large floor plates which form the top surface of the cars.

"The main items of the car body are the four longitudinal members — two center sills and two side sills — each of which had to be built up of plates and angles. As no steel plates of about 36" width and 52' length were available, each web plate of these sills was made of the following five pieces of plates, cut to the proper shape and then welded together: Two end pieces, about 16" wide and sloped at one end, one center piece, about 16" wide and sloped at both ends in opposite direction, and two small intermediate plates, from 3½" to 5" wide, with ends sloped parallel to each other. The resulting plate is 35½" wide overall, with portions about 19½" wide cut out at ends and center.

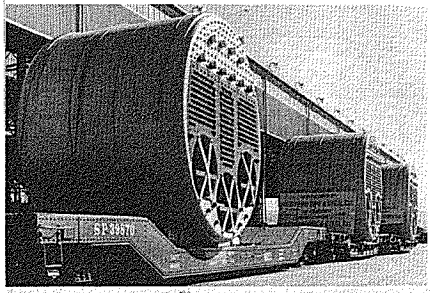
"A row of holes is then drilled along top and bottom edges of web plates for application of the top and bottom chord angles. About six plates are placed together and drilled at the same time. (Picture below.) The holes in most of the remaining longitudinal members are punched instead of drilled, after a jig has been made which insures the proper spacing. When riveting the chord angles to the top and bottom of the web plates, these angles are straight and are first riveted to the depressed or center portions of the web. They are then heated and bent parallel to the edges of the sloped portions of the web and riveted thereto. The ends are then bent again and riveted to the horizontal ends of the web plates. The two center sills are provided with the necessary spacers, and a ¾" x 28" plate is riveted to the bottom to form a single column. A narrower reinforcing plate is applied to bottom of the side sills.

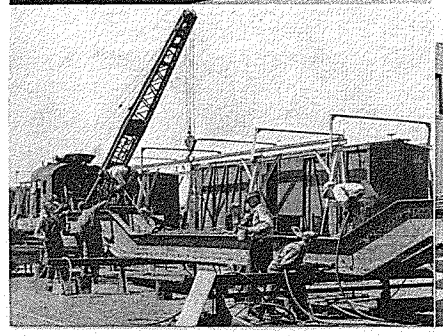
"The next step is to apply the transverse members—end sills, bolsters, cross bearers and cross ties—to the center sills and to rivet the side sills to the ends of the transverse members. The last step in constructing the body is to rivet the floor plates to the various framing members and to weld up the joints between the plates to obtain a continuous surface from end to end of car. These plates have holes for the bolts securing the loads and other holes large enough for a man's hand to permit the insertion of these bolts.

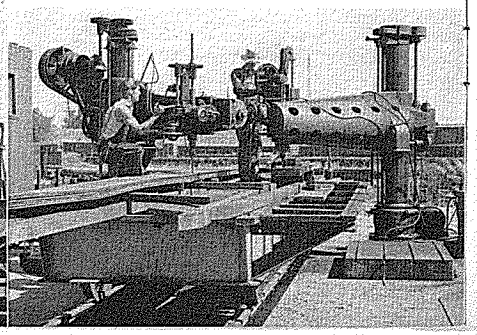
"It is the usual practise to design such cars for a concentrated load of 70,000 lbs., or half the nominal capacity, loaded within a space of three feet at center of car, or for larger loads up to 70 tons if properly distributed.

"When loading the first cars with marine boilers weighing about 105,000 lbs., it developed that it was not feasible to apply supporting members which would spread the load over a larger floor area. We therefore decided to reinforce all ten cars so that the concentrated load at the center can be increased from 70,000 lbs. to about 110,000 lbs. This is accomplished by applying additional top and bottom chord members and other reinforcements to the two side sills."

It was expected the last car would be ready for service early in November.







CONSTRUCTION of the new steel cars at SP's Sacramento Shops. (Left) Riveting chord angles to web plates of the longitudinal sills. (Below) Powerful machines drill through six steel plates at a time.



Visitors arrive by special train for Fort Ord's V-Day. Right: Color guard leads one of many units in parade.

## Fort Ord Troops Entertain Parents, Visitors

OCTOBER 19 was V-Day (Visitors Day) at Fort Ord—and SP was on the job. Almost 500 people from San Francisco and nearby cities journeyed by rail to this army cantonment, where they joined a huge crowd on hand to see the Army on official display. This was the first invitation issued to the public to visit a major western cantonment since the start of national defense activities. Army jeeps, goons, command cars and the new jumbo troop-trailers met the trains and took the visitors on 30-minute sightseeing trips around the Fort. The "open house" celebration included rifle drills, cavalry and tank maneuvers, inspection of barracks and mess halls, exhibition of Army equipment and a huge dress parade.

## Nine Months Operating Results

FOR the nine months ended September 30, 1941, Railway Operating Revenues of Southern Pacific Transportation System amounted to $214,691,972, or $48,087,670 more than the revenues for the same period of 1940; a 29% increase.

During the same period Railway Operating Expenses were $143,055,178, or $18,125,066 more than the expenses for same period last year; a 15% increase.

Federal retirement and unemployment insurance taxes amounted to $5,613,095 and other railway taxes $10,291,241; a total of $15,904,336. After deducting these taxes and $10,932,259 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $44,800,199, or $26,366,677 more than the Net Railway Operating Income for the first nine months of 1940.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the eight months ended August 31, 1941, the final result was a Net Income of $23,713,980, which compares with a net loss of $2,327,342 for the first eight months of 1940. No dividends have been paid since January, 1932. The final results for the nine months period of 1941, not available as the *Bulletin* goes to press, will be shown in the next issue.

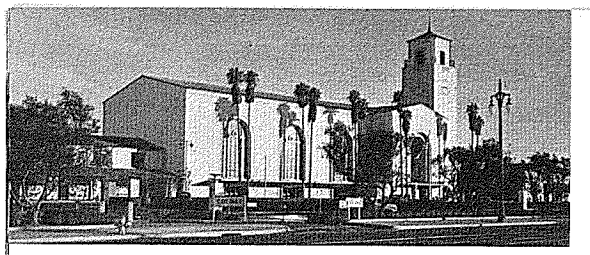
**Trafficmen Meet:** "Best ever!" was the comment of the three hundred men who attended the dinner of the Pacific Traffic Association in San Francisco, Oct. 28. It was "Railroad Night" and thirty representatives of SP were on hand to enjoy the fine entertainment presented by Chairman Will Crockett, CFA. DFA W. P. Jennings was a committeeman.

## *Rail Progress Depicted in Exhibit*

AQUATIC PARK Center, located on the shore of San Francisco Bay, now houses displays of the S. F. Museum of Science and Industry of which the Southern Pacific Exhibit is a part. With a marine exhibit—the first to be established in the West—as a nucleus, it is hoped that a comprehensive museum will be established which will include land and air transportation, mining, agriculture, and additional types of industrial and scientific exhibits. SP's exhibit consists of models of historic and modern equipment, and a number of pictures, depicting evolution of rail transportation in the West. A preview of the initial ship and rail exhibits held October 23 attracted a large attendance.

PRESENT AT PREVIEW of the exhibits on display at Aquatic Park, Oct. 23, were, L-R: Gilbert Kneiss, Pacific Coast representative of Railroad & Locomotive Historical Society; Edward Hungerford, railroad historian and producer of huge railroad show at New York's World Fair; Mrs. Alma Spreckels Awl, Chairman of the Board of Trustees of SF Museum of Science and Industry; F. S. McGinnis, Vice President, SP System Passenger Traffic.





**BEAUTY,** typical of southern California, combines Mission, Mediterranean and Spanish architecture in Los Angeles' Union Passenger Terminal, a "must see" on tourist lists.

# Los Angeles Union Station Is Now One of the Busiest

ALREADY acclaimed as one of the world's most beautiful railroad passenger terminals, the Los Angeles Union Passenger Terminal, with its expansive facilities and highly trained personnel, after two and a half years of operation, has proved its ability to handle smoothly and efficiently a volume of traffic that ranks high in comparison with other major terminals of this country.

As joint partners with Union Pacific and Santa Fe in operation of the 42-acre $11,000,000 terminal, Southern Pacific takes pride in this achievement, for many former SP employes are on the staff of the LAUPT under superintendency of Geo. E. Donnatin, who for years was SP's terminal trainmaster at Los Angeles.

More transcontinental trains are received and dispatched over the sixteen train tracks in a limited period during morning and evening hours than at any passenger terminal in the country. For instance, between 7 and 9 o'clock every night there are 13 heavy trains out of the terminal and six trains in, with an additional streamliner out twice weekly. And during a similar two-hour morning "hot period" there are ten trains in and six out, with three additional streamliners in on certain days of the week.

There is no exact count kept of passengers moving in and out of the huge edifice, but it is estimated that in the monthly average of 1,000,000 persons accommodated at the terminal about one-third are passengers, the others being visitors, friends of passengers, patrons of restaurant facilities, and sight-seers who come to stroll through the patio gardens or to relax in deep-cushioned chairs while admiring the lofty decorative interior of the spacious structure and listening to the musical program of specially selected recordings that intersperse announcements over the public address system.

During summer months the terminal's average population is 50,000 daily, exclusive of the station's 1180 employes and not including any of the train and engine crews operating out of the terminal. Numerous groups of teachers and school children are conducted through the buildings and grounds as part of their visual education in transportation matters. An example of the popularity of the terminal and its facilities is indicated in the fact that the restaurant and coffee shop serve a daily average of 700 meals, which figure is increased to 1300 during the summer season's heavy travel.

Vitally important to smooth functioning of the terminal's facilities during peak hours of train arrivals and departures is the precision handling of passengers' baggage and hand luggage. During the four months of June, July, Aug. and Sept. of 1939, the first year the terminal was open, a monthly average of 95,-250 pieces of checked baggage was handled. This average increased to 120,000 for the same months this year due principally to the troop movements. During these months the corps of 125 Redcap porters handled an average of 150,000 pieces of hand luggage for passengers going to and from trains. In addition there was handled through the terminal last year a monthly average of nearly 700,000 sacks of mail (more than 1,750,-000 sacks during the Christmas season); 65,000 cans of milk; and 25,000 miscellaneous items.

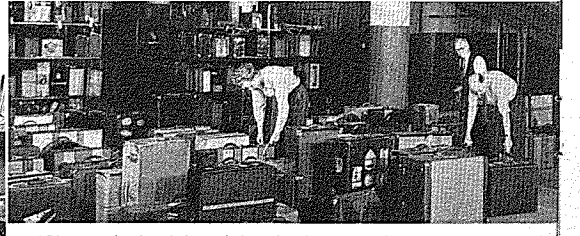
The summer season's heavy influx of tourists and vacationists finds LAUPT forces, particularly the Redcap staff, well organized to cope with the parade of travelers and luggage that augments the flow of regular business. Through long experience at Old Central Station, Head Porter Edward Ringgold and his assistants learned the problems involved in handling these Special Tour Parties so that a minimum of time is required and maximum of safety provided in moving luggage to and from cars. The seasons of 1939-40 were particularly heavy, due to the San Francisco Exposition, with 958 and 812 Tour Parties, respectively. There were 856 such parties during the season just past.

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**Sudden Death** of Mrs. A. A. Lowe, wife of SP's superintendent of safety, at her home in Berkeley on October 28, came as a shock to the many friends of the family over Pacific Lines, both within and outside railroad circles.



**PUBLIC ADDRESS** system, as perfect as the human voice, radiates throughout the terminal. Announcements average about 300 daily, equally divided between train and page calls. Skilled technicians, E. J. Hortsen (below) and V. C. Meigs operate the set.



**BAGGAGE** moving through the terminal runs into the thousands of pieces daily. Redcap porters carry nearly two-thirds of the 8100 pieces handled on an average day, the remainder being checked as baggage. (Parcel checking is a separate concession.) About 40% of the passengers carry their own luggage to and from trains. Also handled through the terminal's baggage department daily are: 24,000 sacks of mail, 2650 cans of milk, and nearly 1100 other items. E. Livingstone, formerly SP's district baggage agent at old Central Station, supervises all baggage handling and all operations of Redcap porters.



# Next Year's Tax Bill To Be Whopper For Railroads, Too

THE major contribution of railroads to the nation's defense effort — like their major contribution to ordinary commerce and everyday living—is the essential, universal mass transportation which they provide.

But railroads, like others, are being called upon, through increased taxes, to help bear the financial burden of national rearmament, points out the Association of American Railroads. The railroads consider such increased burdens in taxes as part of their contribution to the welfare of the country. Employes might like to know, however, what the new United States taxes on railroad companies will amount to.

Under the new Revenue Act of 1941 the regular income taxes of railroads will go up approximately 30 per cent, and will amount to nearly one-third of their taxable net income.

The industry, for the most part, will not earn enough to get into the "excess profits" class, but in those rare cases where there are such earnings the government will take back more than half of them in the form of excess profits taxes.

In the performance of their daily tasks, railroads use vast quantities of materials and employ many services furnished by others, upon which they will be called upon to pay increased excise taxes under the new revenue law.

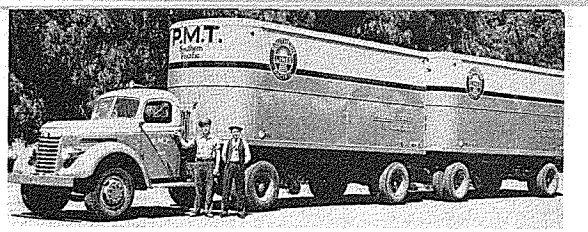
In addition to the foregoing, there is a new government tax of 5 per cent on the amount paid for transportation of persons. This tax is to be paid by the purchaser of the transportation, but the cost of collecting it, of maintaining the records, and of making returns to the government, falls upon the railroads.

The railroads will bear these burdens, as other industries and other citizens will bear their like burdens, without complaint and as a contribution to the necessary defense of the nation. Attention is called to their existence merely as one more example of the vital part which railroads play — in peace, in war, or in preparation for defense.

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## "Rails" Aid S.F. Chest Drive

SP personnel played an active part in the SF Community Chest Campaign for 1942. Under the direction of Geo. C. Paterson, acting as colonel, and H. B. Fifield as Lt. Colonel, SP sent four teams through the lower Market Street district soliciting Chest funds. These teams, headed by H. D. Swanson, E. M. Webster, P. O. Young, and G. P. Smith, together with a team from the Associated Oil Co. headed by P. W. James, formed Div. Four in the Chest Drive. SF Speakers Club members who appeared before office groups in the General Office and before many business organizations throughout the city in behalf of the Chest: C. C. Cather, Wayne Gibbs, Thos. Williams, Stephen James, Gordon Hughes, Geo. P. Smith, Charles Barber, Phil Hulley, Lou Renner, Jay Jasper, Otto Haueisen.




**MODERN TRUCKING** is exemplified in this ultra-modern PMT equipment in service on the Tracy-Martell run. It is one of 14 identical units equipped with air brakes, 5-speed syncromesh main transmission, 3-speed auxiliary transmission, totaling 15 speeds forward and 3 in reverse. Motor develops 146 horsepower. Vans are 22 feet Fruehauf semi-trailers coupled together with single axle Fruehauf dolly. Gross weight capacity is 60,000 pounds. Overall length is 59 feet, 6 inches. The paint job in SP's distinctive Daylight colors makes a fine appearance. Driver Vernon Lee stands at left with Tracy Head Driver Wm. Darr.

## A Salute to the Flag

REMARKS that Adolph A. Stoy, secretary to El Paso Supt. Motive Power, made at a recent flag raising at El Paso Shops, so impressed a judge in one of the local courts that he forwarded a copy of the speech to Representative R. E. Thomason in Washington, D. C., who made mention of the talk in the House of Representatives and had it printed in the Congressional Record of Sept. 29. Stoy had preceded a resume of the flag's history with the remark: "That flag, the Stars and Stripes, which today is to be raised to the lofty pinnacle prepared for it in this shop reservation, is a symbol which should be cherished by every one of the 1400 workers who are now employed within the confines of this immediate local Southern Pacific Railroad industry." He closed with the words: "Here is the flag of our country; safe within its fold is the freedom and fealty of our Nation. Friends, you will join me in saluting it."



Adolph Stoy

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**Baggage Agents Assemble:** The 75th Annual Meeting of the American Association of General Baggage Agents convened at the St. Francis Hotel in San Francisco October 7. General Baggage Agents from most of the Nation's railroads, as well as those in Canada, attended the general meeting on the morning of October 8. C. G. Sheffield, SP general baggage agent, was general chairman of the meeting, assisted by C. E. Loubert, asst. gen'l baggage agent.

**SMALL BUT BUSY** is the bustling city of Ontario as these pictures of the PMT operation at that point will testify. Pictures show handling of recent heavy PU&D shipments through this station. Top left, PMT truck pulls up to load incoming rail shipments. Top right: Utility Clerk Preston L. Law and Warehouseman Paul Egly take time out to have picture taken. Bottom: General view of PU&D shipments on the freight platform. Other Ontario railroaders: Agent Erich J. Ritter; E. H. Jacoby, cashier; J. A. Bollman, M. McCrillis, E. Eames, telegraphers; Tom Rowe and Lloyd Pool, PMT drivers.



# CAMERAMBLING



1. **SF SP Club** board of governors, and representatives climaxed their fourth quarterly meeting, Oct. 8, with a dinner at the Dawn Club. The entire cast of "Conspiracy in Swing," the Club's musical production of some months back, attended the dinner and afforded much of the entertainment by reviving songs and skits from that play. (2) The chorus proves it has lost none of its pep.





3. **Ogden Old Timers** are greeted on their arrival at Sparks by a delegation of railroaders, city officials and the high school band. Machinist Melvin Poole of Sparks welcomes the president of Old Timers Club, J. F. Gibbons (left). This is the first year that this lively Ogden club has chosen Sparks for its annual excursion.

4. **Rod & Gun Club** meet at dinner after day's fishing at annual Fortuna outing. They thrived in rain, brought back many fish. Inset, left: Toastmaster Paul Mudgett. Inset, right: Chairman Geo. Lataple and "Kingfish" Frank Collins. (5) "Kingfish" Collins and Fortuna Chairman F. W. Shock watch C. R. Johnstone, weighmaster, read a weight of 18 lbs. for Collins' fish. (6) Rod & Gun Club President W. R. "Windy" Day receives key to city from Mayor A. S. Fulmer, while NWP Supt. C. A. Veale looks on. (7) Typical fishing scene: Damp but undismayed, a Rod & Gunner proves they're not all conservationists.



8. **Grandpa Boulware** is plenty proud of his two young grand daughters as he holds them for photographer. W. W. is an engineer on the Rio Grande Division. Picture was taken during a recent visit to his daughter, Mrs. W. H. Rains, in the Canal Zone, where her husband is on active Navy duty. Boulware speaks highly of the Panama Ry. Co.

10. **Sparks Picnics** are popular with railroaders as the crowd pictured here will testify. Held on Aug. 29, it was typical of many enjoyed during summer. (9) Picnic Committee: Top: L. Zunino, J. Dwyer, A. Bonham, L. Neff, J. Bugica, D. Ginnotti, J. Guido, T. Brough, T. Wiedow. Bottom: B. Tassone, V. Newhall, B. Reed, G. Narramore, J. Jacet.

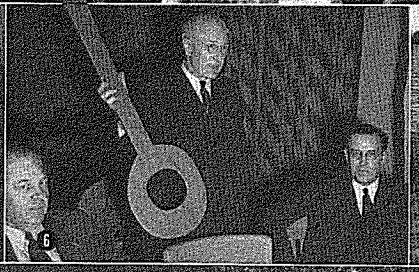
11. **Bobby of Roseville** plans to be an engineer just like Grandfather Robert Hume, so he's getting his hand in early. The last name is McAndrews and he's four years old.

12. **Ball Looks For Basket** and the chances are that it will find it, for Ed Conroy, star of SF basketball circles, is on the sending end. Picture shows SP Club "A" team playing Standard Oilers. Team is in play-off for the title.

13. **Down Tucson Way** these five railroaders were pictured looking around on top of new addition being built on passenger depot. L-R: T. W. Saul, div. engineer; T. E. Jackson, B&B supervisor; G. A. Bays, asst. supt.; J. E. Wheeler, asst. div. engr.; G. H. Schneider, asst. engineer.

14. **Eight Men & A Dog** comprise the SP Depot force at Pasadena. Standing: DFA Chas. Smurr, Clerk Richard Hills, PMT Drivers Robt. Bierner, "Sandy" Margetts, Cashier Geo. Spangenberg, Agt. Earl Myers, Baggageman J. Glynn. Below: Clk B. Sturdevant with "Slim," mascot.





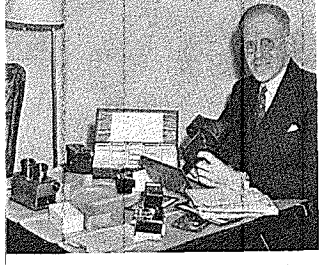












PHOTOGRAPHER WILDING has a unique hobby: making stereoscopic, Kodachrome slides. Don't let the long words scare you. It's an interesting story told below.

## Steward Has a Treasure From Treasure Isle

TREASURE ISLE, that tiny land in San Francisco Bay which for two years attracted millions of exposition visitors, stands disconsolate these days waiting for the final demolishment of its fairyland. But the true Treasure Island—Treasure Island of the magnificent light and color and beauty—will live forever in a small brown box owned by Jack Wilding, dining car steward of San Francisco. Photographic technicians will tell you that this box contains a collection of stereoscopic Kodachrome slides, but don't pay too much attention to these experts, for what it actually contains is Treasure Island itself.

Six weeks before the Fair ended, Wilding took his camera and tripod and light meter and hied himself to the Island by day and by night for picture taking. This distinctly is not news, for if all the cameras, tripods, light meters and photographers who visited Treasure Island were laid end to end—well, you get the idea. But Jack was different, for he carried with him a small, special gadget—something like a lens shade—that he slipped over the lens of his camera to split the film in half and give a double negative on his 35 mm. film. When these were developed he mounted them on special slides, placed them in a stereoscopic viewer, looked them over, and declared the results to be far from perfect.

He has yet to find anyone to agree with him there, for his double slides, giving a perfect illusion of third dimension, revive the glorious scenes of Treasure Island in a way that no other medium can match. As you view the Tower of the Sun rising majestically at the end of the Court of the Seven Seas, each flag stands in such true perspective that it seems to ripple in the breeze. As you look at flaming flower beds, it is difficult to keep from stretching out your hand to pick the lovely blooms that seem to sway before your eyes. Were it not that Hollywood has a copyright on the adjective, we would say that Jack's pictures are truly "super-colossal." Those who have seen his photographic masterpieces are beginning to suspect that photography hasn't really advanced so much in allowing the old time popularity of stereoscopic slides to wane.

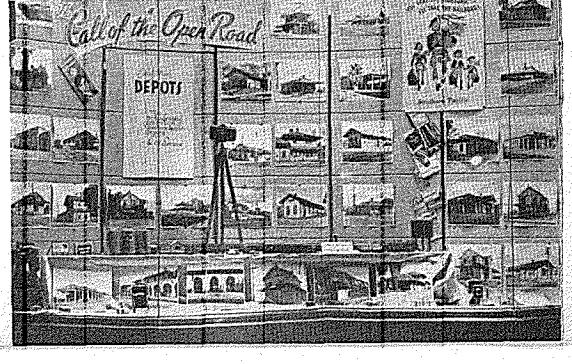
Wilding has practiced photography in his spare time for many years as might be judged by the excellence of his work. True to photographic tradition he does all his own dark-room work, either at his kitchen sink or at the California Camera Club of which he is a life member. He is an ardent practitioner of stereoscopic technique and saddened by the lack of public interest in this form of photography that formerly stood high in popularity. Manufacturers of stereo cameras are to blame, he says, for failing to keep pace with modern photographic trends. Wilding is a member of the Stereoscopic Society of London, whose members, located throughout the world, circulate portfolios of their prints among themselves for comment and criticism. Also he is chairman of his Camera Club's color committee. The war has interfered somewhat with this activity, "but we'll carry on a bit later" says Jack, smiling.

## Agent Makes Hobby of Station Pictures

WHEN Carl C. Dickinson, agent at Guasti, clicked the shutter of his miniature camera aimed at the railroad station of Keeler back in 1939, he started a hobby that has grown beyond his expectations. Since that time he has snapped pictures of over 400 railroad stations, most of them on SP Lines. His collection contains a picture of every SP station on the Los Angeles Division.

Mrs. Dickinson, who accompanies Carl on all his picture-taking trips, takes great pride in the careful mounting, indexing, and captioning of the pictures in this outstanding collection.






SNAPSHOTIST Carl C. Dickinson (right), agent at Guasti, and wife, have an unusual collection of railroad depot pictures, some of them shown below in Gamel's display window at Ontario, with SP travel "plug."

## Accounting Dep't Keeps Tab on U. S. Service Men

THE Accounting Department offices have developed a plan for keeping in touch with their men who have been called to the colors. Each office has appointed a correspondent who writes regularly to men called from the individual departments. These correspondents are usually of the same age as those called and know what type of news would be of interest to the service men. As letters are received from the camps they are passed through the office in which the writer worked. The plan has developed an interesting series of correspondence.

## Rails Move 2,027,857 of Nation's Armed Forces

RAILROADS of the U. S. in the first nine months this year moved 2,027,857 members of the armed forces of the nation. Of this number 1,235,265 were handled on 4,112 special trains. The remaining 792,592 were moved in groups on regular trains.

In September, 170,308 members of the military service, including 37,118 selectees, were moved by railroads. Of that number 109,475 were handled on special trains and 60,833 traveled on regular trains. Reports indicated 88,880 selectees would be transported in October. These figures do not include soldiers, sailors, marines, selectees or members of the CCCorps traveling on furlough.



## Sprinkler System Has Kept Fires Out of the Snowsheds

By U. S. ATTIX
*General Fire Inspector*

DURING the spring of 1940 an experimental sprinkler system was installed on the roofs of SP's timber snowsheds at Emigrant Gap, Crystal Lake, and Troy to protect against fires by regularly sprinkling the roof of the sheds.

This would appear to be an unnecessary precaution, since snowsheds are usually pictured deep under snow. During summer months, however, the timber snowsheds are bone dry and extremely subject to the fire hazard from locomotive sparks, slivers from brake shoes and embers from outside fires. When a fire gets started on the roof or within one of these timber snowsheds during summer months it spreads rapidly, due to low relative humidity, draft through the shed, and any wind that may be blowing at the time. Such fires in the past have often gotten out of control before the arrival of a fire train, resulting in the destruction of the shed.

For several years the snowsheds at Crystal Lake and Troy have had 24-hour daily patrol service by watchmen who summoned firetrains from Emigrant Gap and Norden when a fire was discovered in, or in the vicinity of a shed. These watchmen now have the duty of sprinkling the sheds by sections in such a manner that each section is sprinkled from one-half to three-quarters of an hour twice in every 24 hours, thus keeping the roof and the inner timbers of the shed damp at all times. The relative humidity within the shed is thus raised to a point where fires do not start easily or spread rapidly. It is believed that, should a small fire occur within the sheds, by turning on the section of the sprinkler system directly above, the spread would be materially delayed and give time to extinguish the fire either by hose or by fire train from Norden.

The system consists of pipe lines connected to locomotive water supplies laid on the roof of the sheds, divided into sections of approximately ten sprinklers each, the revolving sprinklers being able to wet a circle of approximately 90 feet in diameter. Each section is controlled by a valve at the ground line with a drain to permit draining the line during cold weather and thus prevent freezing.

The sprinkler system permitted release of a fire train at Emigrant Gap, but the Norden train was kept in service.

Since the installation of this system not even a tie fire has been found by the watchmen and as tie fires from brake shoe sparks were previously common occurrences, it is definitely expected that large shed fires in the future will be averted in these sprinkled sheds.



LARGE SCALE HOUSEKEEPING was studied by a group of Domestic Science students from University of California who were shown SP's commissary facilities in Oakland recently. Top, left: Many notes were taken as Traveling Chef Otto Reiss explained subtleties of cookery. Right: Frank Ciraulo demonstrates professional steak slicing technique. Lower: Andy Grant shows students sewing and ironing operations in SP's West Oakland Laundry.

## Class Rooms Moved to the Rails

WITH school season in full swing, renewed interest is being evidenced by teachers and students alike regarding many features of railroad operation. SP has long made a point of cooperating with school authorities in showing students the practical side of railroading, and even now, with the railroad plant running at high speed, time is taken to accommodate school groups.

Most recent groups to see SP at first hand were students from Domestic Science Class at University of California who were conducted through commissary facilities in Oakland by Supt. of Commissary G. E. Mackinnon, Supervisor of Supplies & Equipment T. B. Lochhead, and Traveling Chef Otto Reiss; and children from the Lagunitas Grammar School at Forest Knolls in Marin County. The latter group got a close up view of the Streamliner under the direction of Engineer Fred Lemery and were treated to ice cream and cake by the Dining Car Dept.

**Radio Booster:** Ralph E. Dean, agent, Grants Pass, took part in a Chamber of Commerce radio broadcast over station KUIN Oct. 3. Interviewed by Announcer Don Telford, he told of the huge expenditures of the railroad in taxes, payrolls, and purchases of materials and supplies. In his particular county, he said, SP paid enough taxes to keep 400 children in school and maintain 185 miles of county highways; in fact, paid about 11% of the county's taxes, in addition to purchasing quantities of lumber, ties, bridge material, gravel, and other supplies.

STUDENTS SEE STREAMLINER: Young folks who came to Oakland Pier from Marin County to look over the Streamliner are pictured below. Miss Evelyn Thurling, teacher, is in the middle of the group; Engineer Fred Lemery (right) explained engine's workings.



# NEWS BITS • RAILETTES • ODDITIES

**Is Gulden Oldest in ORC?:** *Bulletin* Correspondent Leroy Magers of Tucson has had some star entries in various "age" contests, such as the youngest grandfather, etc., and he now suggests an "Oldest Member of a Railroad Organization" contest. His entry is retired Conductor **Charles F. Gulden,** 86 years old, and a member of the Order of Railway Conductors since Sept. 23, 1884, or fifty-seven years.

•

**No-Accident Allison:** Conductor R. R. "Bowzer" Allison of Klamath Falls recently made the headlines of the local newspaper (including a picture of himself, if you please), by winning the "Drive Safely" contest held in KF in conjunction with Safety Week. "Bowzer" has been driving a car for thirty years without a serious accident or arrest.

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**Wandering Wallet:** The Chinese are noted for their honesty and at least one member of that race has reason to vouch for the honesty of SP'ers. A gentleman of China got off a local train at Menlo Park, leaving behind a small wallet. The wallet, found by Conductor *G. Roventini,* contained $698.60, which accounted for the traveler being something more than imperturbable when it was delivered to him through regular railroad channels.

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**Plane Meets Rail:** *A California flyer recently brought his plane down in an Oregon field for repairs. Later he attempted to take off from an adjoining highway, failed to clear the telephone wires and smacked down on our Alturas line near Klamath Falls. Result: demolished plane, banged up flyer, ruffled up right-of-way.*

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**LA Skeptic:** Conductor R. C. Newton of the LA Division is either a confirmed experimenter or a weather skeptic. In evidence we offer the fact that he had no less than five thermometers going during the hot weather period in LA.

**LA-SF Radio Battle:** The North and the South will come to blows again at 8:00 P.M. Nov. 7, when four SP railroaders in Los Angeles match wits with four of the same in San Francisco on the Noxzema radio program "Quiz of Two Cities." **E. C. Rosine,** who is handling the details for SP's Advertising Department, advises that the program will be broadcast over Station KFRC in San Francisco, KHJ in Los Angeles and that the eight intellectual railroaders have been groomed for a titanic battle of wits.

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**More Room For Ops:** *More elbow room was given the telephone operators at Klamath Falls when they moved into their new office recently. In addition to the added space they've got a brand new board and more outlets. Say KF railroaders: "Now let's have no more of this 'Line's busy, havta callya' stuff."*

•

**San Diego's Rails:** Traffic Manager **Tom Fielding,** of the San Diego & Arizona Eastern, gave an enlightening discussion on the development and importance of rail transportation serving the city now booming with national defense activities, in his talk over radio station KGB recently as a feature in a series entitled "Know Your San Diego."

•

**Escaped Nudist:** *Geo. Giles,* who works in the Sacramento Shops, returned home with his wife recently to find that his home had been ransacked. Only item stolen was clothing. "Must have been a fugitive from a Nudist Camp," says George.

•

**Awards to Architects:** J. R. "Bob" Oyarzo, draftsman in the Chief Engineer's office, received high honor recently from the Beaux Art Institute of Design. Bob's solution to the Institute's last architectural problem elevated him to Class B architect under the rigid standards of this nationally recognized institution and brought him wide-spread publicity. Other draftsmen of this same office whose recent activities are of note: **W. L. Budde,** who earned additional honor points by gaining a "half-mention" in the Beaux Art contest; and **R. M. Kennedy,** recently appointed inspector by the SF Election Board.

•

**Kind Words From Standard Oil:** *A salute to SP's national defense service was given in a recent issue of the* STANDARD OIL BULLETIN. *The lead article, entitled "Blitz Pace on the Rails," devoted five pages to story and pictures depicting the value of SP lines in the movement of troops, military equipment, and building supplies for construction of army camps. This* BULLETIN *has a circulation of over 90,000 and is distributed throughout the United States.*

•

**In the Doghouse:** When they tell about **Frank Morton,** Sacto. Shops, being in the dog house most of the time these days, they're not referring to marital trouble but to the elaborate structure he's building for the seven new puppies at his place.

•

**Calexico "Chronicle"** was hearty in its praise of the appearance of the SP roundhouse in Calexico, presided over by genial Roundhouse Foreman *A. Olson.* In a leading editorial the paper said in part, ". . . the men at the roundhouse have transformed their grounds into beautiful gardens. The oil house is spic and span. The roundhouse has its own water system, filtering and softening plant, and every piece of machinery is kept shiny and clean." To the men of the roundhouse, congratulations. To the *Calexico Chronicle,* thank you.

•

**Peaceful Lakeside:** Raymond L. Bybee, power plant employe at Lakeside, Utah, has been Justice of the Peace there for fifteen years. Evidently the peace was seldom disturbed for he never had a case in his court during all that time. Recently he resigned the judgeship to accept an appointment as postmaster at Lakeside. Probably was afraid of getting in a rut.

•

**Ill Passenger:** SF Ticket Clerk R. E. Steinebach ran into a new variation for getting rebates on railroad tickets. Seems that the tariffs allow extensions of time on tickets and occasional rebates in cases where illness en-route prevents completion of a trip. A doctor's order must accompany such claims and Steinebach was recently given such an order by a passenger claiming refund. The order was signed by a veternarian and covered the illness of the passenger's dog.

•

**SP's Steam to Rescue:** Larry Hunter, city editor of the Ashland *Tidings,* says that although he knew there was more to railroading than just moving trains, he didn't know that part of the job was supplying steam for canneries. He points out that that's just what happened in Ashland, Oregon, recently when a steam pipe broke in the Bagley Cannery at the height of their canning operation. DF&PA **A. S. "Rosey" Rosenbaum,** after consulting Supt. **J. W. Corbett,** had a locomotive spotted on a spur adjoining the cannery, and operations continued on steam blown through pipes from the locomotive. All in the day's work, folks, all in the day's work.

•

**Sparks Mystery Solved:** A mystery of many years was finally solved during a recent inspection of the lockers in the Sparks roundhouse. Fire Chief **I. C. Casey** had never been able to get into locker No. 58, nor find anyone who had a key to it. This year during locker inspection he had the lock of No. 58 cut off. From the few contents of the locker it was found that it had belonged to a fireman who died back in 1931.

•

**Rhumba in Bakersfield:** When **Glenn Shackelford,** Bakersfield DPA, returned from his vacation in Mexico, his friends were not so interested in his description of Mexican scenes as they were in his version of *the rhumba,* Mexican style.

•

**Hammer Downs Hawk:** Stories from the Sacramento Shops come taller and taller. Latest tells of **Louis LeLay** who was building a fence at home when a large bird flew low overhead. Impulsively, Lou let fly with his hammer and almost keeled over when the bird (a nine-pound chicken-hawk) fell dead at his feet. LeLay is gathering a few extra hammers in preparation for duck season.

•

**Rail Fan Booklet: To celebrate their second excursion on the Virginia & Truckee Ry., the California-Nevada Railroad Historical Society published a unique brochure containing a lively history of the V&T Ry. interspersed with masterful cartoons executed by Ward Kimball of the Walt Disney Studios depicting the humorous side of rail-fan activity. The Cal-Nevada Rld. Hist. Soc., founded for the preservation of historical railroad material, is enjoying a banner year.**

•

**No Place Like Home: Elizabeth A. Scott,** retired from office of Supt. of Motive Power in LA, has concluded that there is no place like home. She recently returned to California from the East, where she suffered broken bones and bruises in a severe fall. She's all healthy again and says she intends to settle down in peace for awhile.

•

**Rambo Turnover:** Extra gang 30 at Rambo, Utah, consists of between thirty and forty men, but during the month of September over 71 men joined and left this same gang, to establish some sort of record in labor turnover even for this restless age.

•

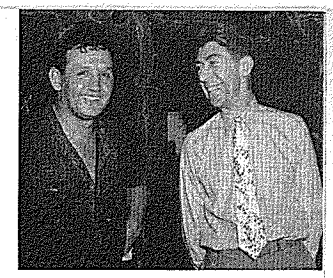
**San Joaquin Secret:** The all-seeing eye of the *Bulletin* reports that there's more than the scenery behind the savings of Jimmy Quinn and Dean Smith of Bakersfield on their recent return from a trip to Morro Bay. Question of the day from their co-workers is "What's cookin' fellas?" but they won't talk.

•

**No Lodges For Him:** Personal Record Clerk Ted Rosvall of Bakersfield comes up with the story of the applicant who was asked to sign a form declaring that he was not a member of the Communist Party or the German-American Bund. The applicant couldn't read, but when Rosvall explained the form to him he signed gladly. "Never could afford to b'long to any lodges at all" he confessed. . . . Another from Rosvall is of the applicant whose past history showed that he had worked for three months and then had taken a three-months' leave of absence, possibly to help care for his thirteen children!

•

**Hospital Visitor:** Ben C. Broyles, operator in the Battery Charging Plant in Los Angeles, recently made the last of his three annual trips to the SP Hospital to visit ailing railroaders. Ben makes a habit of sending lively cards to his friends in the hospital throughout the year; says the humorous verses are much appreciated by the receivers and often passed through an entire ward for mutual enjoyment. While in San Francisco, Broyles attended a meeting of the Masonic Grand Lodge.



**SMILING SP'ERS** in Tuscon are Mike Quihuis of Tucson Roundhouse and Leroy Magers, asst. chief clerk in Supt.'s office. They are SP *Bulletin* correspondents and they are probably chuckling over the fact that the editor is pleading for their notes.



**SP'ER SCOUTS SCOUTS:** When F. A. Lemery, locomotive engineer, visited a West Oakland Boy Scout's Troop he was surprised to find boys of 21 different nationalities learning the value of tolerance and friendship. His visit was made in support of the Community Chest Drive, which agency aids scout troops. Pictured, L-R: Scoutmaster Julius Orozco, Marcelino Estrada, Engineer Lemery, and Roy Iomlin. (Oakland "Tribune" photo.)



**CAB FULL OF WOODSONS** manned the engine that pulled the "Beaver" into Eugene recently. Engineer J. L. Woodson sat on the right side with his son, Fireman S. I. Woodson, on the opposite seatbox. Eng. Woodson joined SP in 1902, his son in 1937.



**"GOOD OLD DAYS"** were revived at the Old Time Party of the Fresno SP Club held at John's Barn, near Fresno, October 25. Below are pictured some of the 200 who donned old time costumes and enjoyed an evening replete with old time movies, community singing, a Kangaroo Court (to deal with those who didn't wear costumes), dancing to Club Orchestra music, enjoying light lunch.

# SOCIALS • S P CLUBS • ATHLETICS

## Los Angeles:

Vice-Pres. M. Carr announces something new in the way of social entertainment: a free dance to be held at the LA Breakfast Club this month with all Club members and friends invited. Expenses for this dance will be paid out of proceeds derived from the sale of tickets to the Stag party staged October 27.

The new arrangement of having the four team women's league bowl on alternate alleys with the men's league is working out successfully except for its effect on the men's scores. At least some of the low scorers are using this as an alibi. New bowling officers: J. C. Orr, pres.; R. J. Quinby, VP; C. Rhea, sec'y-treas.

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## San Jose:

November 1 was the date for the Pot Luck Dinner held by the San Jose SP Club in their club rooms above the local freight office. Members will provide the main courses, the club will furnish the incidentals: bread, butter, coffee, etc. Chairman Mrs. O. O. Bowers and her committee, Mrs. D. A. North and Mrs. C. M. Vance, announce that a card party will follow the dinner.

●

## Watsonville:

The Watsonville members resumed their monthly card parties in October and report that their popularity is increasing. Heading the committees for these parties are H. S. Soper, chairman, Ralph Petersen, R. B. Mitchell, A. S. Brown, A. H. Stoffers, A. Wickham, Francis Pope and Mrs. Ina Donahue.

A party will be held on November 14 for the benefit of the Community Chest. R. B. Mitchell, Andy Wickham, and Jerry McCabe are arranging details.

●

## Ogden Old Timers:

A royal welcome was given the Ogden Old Timers' Club when they arrived in Sparks on their annual club excursion. City officials, headed by Archie Cross, retired SP conductor, presented the keys of the city to President J. F. Gibbons of the Ogden Old Timers while the Sparks High School Band played.

Both President Gibbons and Director J. W. Burbridge were enthusiastic in their praise for the fine time shown their group during the entire stay in Sparks. This Old Timers' Club is now in its sixth year of existence and so impressed the folks in Sparks that they're now busily organizing a club of their own along these lines.

## Portland:

Twice-a-week rehearsals are being held for the play, "Radio Mystery," to be presented by the Portland Division Southern Pacific Club at an undecided date, probably early in December.

The cast was drawn from all departments of the railroad; Margaret Dillon of the telegraph department has the leading feminine role, while the male lead is portrayed by Geoge Custer, yardman from Brooklyn. Another member of the cast who bids fair to follow in the footsteps of her cinematically famous name-sake is Betty Davis (spelled with a "y"), stenographer in the superintendent's office at Portland.

Some of the players are veterans of previous Southern Pacific plays, while many of the inexperienced members of the cast are displaying remarkable talent, according to Director Sam James.

Committee has been appointed and plans are in the making for the first Southern Pacific Club dance of the fall season, according to O. C. Reifschneider, club president. The event will be scheduled for sometime in November.

●

## San Francisco:

Details of the Big Game Dance, high spot on the club's Fall social program, are rapidly being completed. November 28 is the date, Fairmont Hotel, San Francisco, the place. General Chairman Arthur Harris announces that the raffle tickets which always precede this event are setting new sales records. Picture at top of this page.

The representatives meeting of October 8 was followed by a dinner at the Dawn Club feting the cast of "Conspiracy in Swing." Pictures and further details on center pages of this issue.

Orrin Klamroth, manager of the Glee Club, announces that practice has been resumed and SP voices are rounding into shape for Christmas and other celebrations. He invites all interested to join the group in the Tea Room each Thursday at 5:30 P. M.



DANCE DOINGS: Arthur Harris, gen'l chairman of SP's Big Game Dance to be held at the Fairmont Hotel Nov. 28, looks on with interest as Vivian Currier of the Telegraph Dept., Peggy Healy of Equipt. Service Accts., and Alice Amundsen of Aud. Pass. Accts. show Big Game tickets to W. M. (Bill) Drumm, SP valuation engineer, who made collegiate history while a student at U. C. by helping steal the famed Stanford ax. It's all in fun to remind SP'ers of the many valuable prizes to be given away.

Grand slams remain rare but enjoyment is widespread at the weekly sessions of the Contract Bridge Club. Members handle the pasteboards each Tuesday at 6:30 P. M. in the Tea Room and all card players are welcome. Call Louise Williams on Local 2892.

October 21 was SP Night at Kezar Stadium with the SP Band playing while SP's "A" and "B" Basketball teams tangled with strong opposition on the courts. The occasion seemed to inspire both squads for the "A" team downed the Telephone Company and the "B" team took the measure of Anglo-California Bank. Both teams seem assured a place in the play-offs for city titles.

A fine turnout at the Bowlers Dance given at the California Club in San Francisco Oct. 27 gave impetus to the move to sponsor SP teams in the National ABC tournament at Columbus, Ohio, in 1942. Proceeds went into the teams' traveling fund. Frank Carroll was general chairman.

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LA GAVELIERS (speakers, to you) put their oratorical ability on display for the first time, October 2, when they held Ladies' Night at their regular dinner meeting. They must have performed well for reports say that for once in their lives the ladies were speechless. President Geo. Weiss opened the meeting, Baron Haley presided. Around table in foreground: L-R: Mr. and Mrs. John Cable, Mr. and Mrs. K. P. Ginn, Mr. and Mrs. H. C. Hall, Mr. and Mrs. C. R. Lewis, Mr. and Mrs. Chas. Mulks, Mr. and Mrs. Vic Arenth, Mr. and Mrs. Gene Whitacher, Mr. and Mrs. Les Boyd, Mr. and Mrs. Ted Daggett, Mr. and Mrs. Lester Ford. Seated by Speakers' Table: Mr. and Mrs. Roy Spotti, Miss Dorothy Littlefield, Frank Showalter. Standing at Speakers' Table: Mr. and Mrs. G. T. Brown, Mr. and Mrs. Jas. G. Shea, Mr. and Mrs. Geo. Weiss, Mr. and Mrs. B. Haley, Mr. and Mrs. John Detlor.



## Fresno:

The Old Time Party held October 25 was designated a "wow" by the "all-out" attendance. The old time movie classics, community singing a prize raffle and a light lunch made the evening enjoyable for all club members. Old time dress was mandatory, those failing to so attire themselves were subjected to a Kangaroo Court. Music was furnished by the club orchestra under the direction of George Helwig. (Picture on page 7.)

First news of the club's First Annual Fall Dance sets the date at November 29; the place, the Italian Amusement Park. The only details we've been able to get are that there will be lots of confetti, balloons and streamers. Sounds like a pre-season New Year's Eve event.

●

## American Legion:

The four Railroad Posts of the American Legion in Los Angeles county (SP Daylight, Santa Fe, Pacific Electric, and L. A. Railway) will hold their first joint quarterly meeting, November 4, in Patriotic Hall, with the L. A. Railway Post acting as host. This meeting will start the 1942 membership drive and all Area, County, and District officers have promised to attend.

Winners in the first SP Daylight Post Benefit Fund Drawing were Pipefitter M. L. Hall ($50) and Freight Carman Wm. J. Stiffler ($20).

Joe White, Bob Young, and George Bennett of Los Angeles returned from the Milwaukee convention, where they had such a fine time that they are already planning to make the trip to New Orleans in 1942. They suggest that all you ex-service men sign up with your railroad legion posts and make the New Orleans trip with them.

Thirty-eight members of SP's American Legion Post 412 met at dinner in San Francisco Oct. 22. Post Commander Harry Langlois presided. J. Campbell, chairman of the entertainment committee, presented A. W. Gibbons as MC; a Spanish dancer; Ray Cone and John Romano, tap dancers. Speaker of the evening was L. R. Schinazi, past commander of General Frederick Post No. 1 of Shanghai, China, who had much to say of conditions in China, from which country he has just returned.

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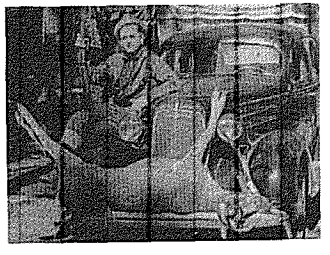
## Alley Stuff:

Bowling, bowling, bowling — judging by the notes coming in, we had better plan a special edition of the *Bulletin* devoted to bowling alone. Howard Bailey of Portland leads off by saying that the Monday morning quarterbacks of football fame have nothing on the bowlers. They spend all Saturday morning alibiing for the Friday night performances. Incidentally the Portland SP bowlers have the largest league in the Northwest and were the first in Portland to receive ABC Sanction. League leaders are the Freight Department, Operating Department ("Berke's Beefers), and PFE. All are hearty in praise of the Car Department and Park St. Station who placed a total of six teams in the league, sacrificing power for numbers. • Bowlers as far south as El Paso are turning their eyes to LA, where a Winter Tournament is planned for February. Roundhouse Clerk L. B. Armstrong, who recently rolled a 288, is particularly interested. • All hail to Bakersfield, where SP'ers have mustered forty bowlers (six men's teams and two women's) into a Bowling Club. Officers: Ben Burger, pres.; Walt Kramer, VP; Hannah O'Brien, VP; A. M. Shaver, sec'y-treas. Teams: Clerks, Helpers, Boilermakers, Supervisors, Machinists, Pipefitters, Goon Girls (?), and Streamliners. To the rest of the system they say, "Watch us strut our strikes." • Leaders at Tucson: Clerks, Machinists. Big Five: Nelson (182), Magers (180), Spangler (178), Tappero (177), and Quihuis (176). Oddity: The "cellar team" composed of new bowlers Glasser, Carrigan, Griffith, Hall and Romanoskie, recently bowled a league record score of 3025. Item: Regular attendance of Mesdames Hammonds, Magers, Loving, Ankerson, Jackson, Carey, McMinn, Spangler and Brimmer rooting for hubby.

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SALT LAKE SP'ERS from that city's traffic dept., headed by Gen'l Agt. H. E. Hinshaw, gathered at a local park for their annual picnic. Above are some of the husbands and boy friends of the ladies who joined in the party. T. J. Foley, asst. sup't of Salt Lake Div., was the guest of honor.



HAPPY HUNTERS are those pictured above and below, characteristic of the many SP'ers who return from the hills with the makings of venison steaks. • Above: Bill "Mountain Water" Williamson of the Central Timekeeping Bureau in SF. • Below: Bill Dunstan and Hank Benton of the Brooklyn roundhouse, and Hank's son, Harry.



TUG-OF-WAR CHAMPS from the Sacramento Shops are the huskies shown below: Standing, L-R: Lon Gale, Earl Compton, Ronald Gale, Joe Nardela (manager), Charlie Miller, Robert Koerner, Albert Buchignani. Bottom row: Tony Bua, Mike Gobec, Jim Borges, Clarence Silva (coach). M. Draslich, not present. The team holds Sacto. Valley Championship as result of victories at San Pedro Festival, at Folsom Prison and at the Calif. State Fair.

## Hunters Guns Blaze:

General Track Foreman Stitt and Frank Harmer of Midlake, Utah, say to discount all rumor of defense cannons being tested on Salt Lake. The sounds heard came from their own guns as they went in hot pursuit of deer at the opening of the season. • They didn't say what luck they had, but we hope it was better than Joe Ferren's of the Sacto. Shops. Joe was willing but the deer weren't. • Wallie Glasford, also of Sacto. Shops, got his deer all right, but wasn't too happy about it. The buck weighed 180 pounds and by the time Wallie got it to civilization he had a pair of sore feet and a mighty weak back. • The opening of duck season brings tales from the "rails" of limit bags, elusive birds and empty bags: Sacto. Engineer R. T. White and Carman Al Hughes came back from the first day out with seven each. White claims Hughes shot three






**AFTER SF CITY TITLES** are these members of SP's "A" and "B" basketball teams. They have both reached the play-offs of their respective leagues and have good chances to finish on top. "A" Team, left, standing: P. Ripon, R. Mulgrew, L. McVeigh, R. Johnson, R. Bugee. Sitting: D. Shea, R. Arnold, I. Suelflohn, E. Conroy, A. Erickson, missing. Center, top: N. J. Desin, manager. Bottom: Ed Wright, asst. manager. "B" Team (right), standing: D. Bates, J. Morgan, J. McGregor, M. Dabovich, K. Babb, and R. Babb. Sitting: J. Peterson, I. Edstrom, H. Radcliff, C. Truscott. More basketball news will be found in the SP Club notes on page 18.

times to his once and Hughes claims vice-versa. ● Opening of the pheasant season in Nevada found many an SP'er earning pheasant feasts by well aimed bang-bangs. ● A nasty rumor from Sacramento Shops tells of Charlie Walker shooting three cases of shells and coming back with one duck and four shattered decoys. ● "Dead-eye Dicks" from Sparks are Joe Borgannoe, D. Simoncini, Louie Zunino, Frank Puccinelli, Tony Barberi, Dick Bradshaw, and Melvin Poole. All reported successful deer hunting. Roast duck graced the table of the following, thanks to their marksmanship: Harry Eaton, Sid Hobbs, B. Reed, Jack Reed, Vic Branini, Ancil Bonahan, Tito Cecceralli, Chas. Grundy, Al Chicago.

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## Fall Baseball:

While football is the thing over most of the nation these days, Tucson folks are still very much baseball-minded, with the SP rail team, winners of the second half of the City "A" League, taking on the Aztecas, first half winners, in a five-game play-off. Manager Charley Carrillo brought his squad through a tough schedule, and is already dusting off a shelf for the championship cup.

SP Stores at Oakland finished in fourth place among the 24 Class "A" teams that started in the three-week race for the California Semi-pro Baseball title. The SP'ers won four, lost two. Their first loss was to Golden Glow, who went on to win the State championship; their other loss was to California Eagles, who finished second in the race.

●

**RAILROAD REUNION** and family reunion are practically synonymous with the Scruggs family, pictured below, for all five brothers are railroaders and have averaged better than forty years' service on the rails. These brothers and their four sisters recently met together in Portland for the first time in 45 years. Standing: L-R: Amos E. Scruggs, retired from the Oregon Electric; Wm. L. Scruggs, Portland Div. conductor; Newton P. Scruggs, Portland Div. brakeman; Joseph E. Scruggs, Cottonbelt conductor; Bascom R. Scruggs, Portland Div. cond. Seated: L-R: Mesdames H. S. Maloney, H. L. Mumford, Eli Hogan, G. R. Harmon.



## Proud Parents:

We haven't run this feature for some months, but here comes Mr. and Mrs. George Barquist, whose daughter Myrle was just named co-editor of the McClatchy High School paper in Sacramento. Barquist is a machinist in the Sacramento Shops. ● With Chico High and Klamath Falls High deadlocked at 6-6 in a recent football game, Bernard Vaillancour, son of Asst. Car Foreman E. J. Vaillancour, entered his first regular football game and calmly kicked the point that won the game for Klamath. ● Engineer G. L. Strauss of the Rio Grande Division recently received a cable from his son Geo. L., Jr. The cable was sent from London, where Strauss, Jr., is a flight pilot in the RAF. ● San Francisco SP'ers are taking a special interest in the Interscholastic Football League this year with young Bill Jennings leading the Polytechnic High School Team to the City title. Bill Jr., son of DFA W. P. Jennings, is a halfback, wears "Red" Grange's number (77) and the football resemblance doesn't stop there. Incidentally, he's also president of the high school student body.

**Golf Tournament:** The recently formed SP Golf Association will hold its first annual tournament at the Berkeley Country Club November 23. All SP golfers, whether members of the Association or not, are welcome to compete in this tournament. It is expected that golfers from Los Angeles and San Luis Obispo as well as other points on Pacific Lines will attend. Entries should be sent to Dan C. Masson, room 856, general office. Post entries will be accepted.

●

**Hinshaw Anniversary:** The 50th wedding anniversary of Mr. and Mrs. H. A. Hinshaw, observed October 2 at the home of a daughter, Mrs. Frank L. Muncy, in Berkeley, was the occasion for a pleasant reunion of many veteran SP'ers. Mr. Hinshaw retired in 1933 as general freight traffic manager after 44 years of railroading that began as telegrapher-agent in Oregon. The Hinshaw's two sons are now with the SP: Harold E. Hinshaw as general agent at Salt Lake City, and Corwin G. Hinshaw as yard clerk at Richmond.

●

**Rails Roar at Lions:** October 7 was Railroad Night at the meeting of the Lions Club of Coachella Valley held in the Women's Club outside Indio. Over eighty Lions enjoyed the program arranged by Agent Frank R. Kirkland of Indio. Asst. Supt. W. H. Marlin and G. T. Brown of the LA Duplicating Bureau were introduced prior to the showing of the Carlsbad Cavern picture. Speaker of the evening was Geo. P. Smith of the SF *News* Bureau.

●

**Celebrate Fiftieth:** Roseville was the scene of much well-wishing October 25 when Mr. and Mrs. W. J. Jones celebrated their fiftieth wedding anniversary. Jones is a retired engineer, widely known all over the Sacramento Division. ● Celebration of a like event was held in Tarzana, California, when Mr. and Mrs. Charles E. Jacobus were feted on reaching their fiftieth year of married life. Jacobus served with SP for 35 years in the Kirkham St. station in Oakland.

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**Boilermakers** at their annual convention in Chicago during September, elected Frank A. Longo, general boiler inspector for SP, as their vice president and chairman of the executive board. Longo had previously been secretary of the executive board.

# AMONG THE VETERANS WHO RETIRE

**Portland:** James F. Byrd was in his thirtieth year of SP service when he retired October 1. He started as car repairer in Roseburg in 1912, was promoted to car inspector in 1922, from which position he retired. Not a single demerit mark was charged against Byrd during his long service, a record of which he is justly proud. ● Brakeman Fred L. Cowles retired Oct. 10, after service that began in May 1918.

**Stores:** Dante Petrocchi, store foreman, Sacramento Stores, retired from active service on October 15, after 48 years' continuous service. He started in the rolling mill at Sacramento and joined the Stores Dept. when it was first organized in 1905, as storekeeper of Store No. 8. Picture of presentation made him on the day of his retirement is shown at bottom of this page.

**Tucson:** N. C. Woods, warehouse foreman at Tucson freight station, retired because of physical disability, October 1. Woods began service with SP in November 1921, served his entire railroad career on the Tucson Division. ● Telegrapher Irving Ford of Mohawk retired Oct. 1. Ford started as telegrapher on the Salt Lake Division in 1902, transferring that same year to the Western Division. In 1912 he transferred to the Tucson Division and served as telegrapher until his recent retirement.

**San Joaquin:** Section Foreman Theodore J. Bing retired September 5. Bing joined SP in 1905 as a laborer, spent all his time on the San Joaquin Division. ● G. W. Everett retired September 30. Everett was a signal maintainer of many years' experience, starting with SP back in 1904 in the same department on the same division.

**Coast:** Tom M. Cantwell, engineer who is pictured on this page at the end of his last trip as engineer on the Coast Division, started service with SP away back in 1887 as a brakeman. After serving as a fireman and in the Car Department, he left SP in 1894, returning as a switchman in 1899, from which date his continuous service dates. Cantwell rose rapidly to fireman and engineer, was piloting the "Lark" at the time of his retirement, Oct. 27. ● Annuity applications approved for Check Clerks Thos. E. Eator and Geo. L. Osborne.

**Los Angeles:** Howard E. Conway, telegrapher, retired Oct. 7, after thirty-four years as a telegrapher on the Los Angeles Division. Service dates from 1907. ● When Joseph Horgan retired Oct. 31, he wound up a railroad career that started in the LA Stores Department in 1893. Horgan moved to the Operating Dept. as a fireman in 1895, became an engineer in 1901, from which position he retired. ● L. L. Hollingsworth joined SP in 1898 as a fireman, became an engineer a few years later, and had his hand on the throttle of engines on the LA Division until his retirement. ● David P. Hannah began service with SP as tool room attendant in 1914 and retired from the same position Oct. 31, 1941. ● L. E. Smitley began railroading as a brakeman in 1907 on the Salt Lake Division; transferred to LA Division in 1918 and continued as brakeman until his retirement in August of this year. ● Annuity applications have been approved for Charles E. Kindig, telegrapher, and Wallace A. Young, conductor.

**Shasta:** Annuity applications have been approved for William W. Bryan, engineer; Joseph Ceccato, section foreman.

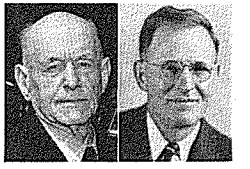
**Western Division:** Annuity applications have been approved for Ernest Atthowe, captain; Geo. W. Brown, yard laborer; Daniel W. Dean, telegrapher; Ludvig A. Ellisen, captain; Frank B. Johnson, chief engineer; Charles W. Kay, dispatcher; William A. Payne, engineer; Charley H. Rummel, car order clerk; Albin J. Serobonia, trucker; John McDonald, brakeman; Isaac H. Richards, crossing watchman.

**Sacramento:** Annuity applications have been approved for Laurentius L. Aske, conductor; Geo. H. Theiss, engineer.

**Sacramento Shops:** Annuity applications have been approved for Harry Hill, blacksmith; Adalbertus Jeworski, machinist.

**General Office:** Annuity applications have been approved for Essex Basemore, waiter, DCHR&NS Dept.; Archibald C. Taber, tax agent; John M. Mauden, trav. frt. and psgr. agent; Hugh McInnes, sec'y to Vice President.

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Left: E. A. McDonald, SP's third oldest pensioner, died Sept. 27. (See page 22.) Right: James F. Byrd, Roseburg car repairer, recently retired. (See column 1.)

## Promotions & New Jobs:

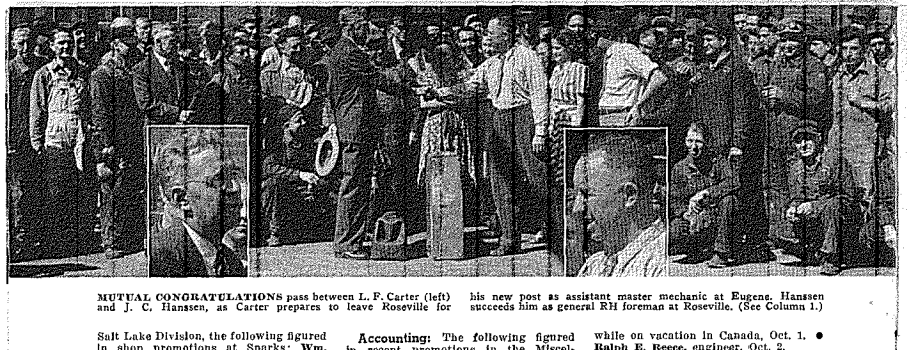
**Operating:** G. L. Morrison, new division engineer on the SL Division (see Engineering), is succeeded as asst. terminal sup't at Los Angeles by Walter A. Seal, formerly general yardmaster at LA, who in turn is succeeded by former Night General Yardmaster Walter R. Morley. Seal started with SP as switchman on the LA Division in 1920. In 1923 he became asst. gen'l yardmaster and general yardmaster in 1941. Morley joined SP as yardman on the LA Division in 1920, became yardmaster in 1923 and night general yardmaster in 1924, from which position he goes to general yardmaster. ● On the Coast Division, Andy Wickham was appointed asst. car foreman and J. R. Borden was made clerk to car foreman at Watsonville Jct. Maurice Mullikin became crew dispatcher at San Luis Obispo. ● On the



**"NICE WORK, TOM"** was the greeting given Engineer T. M. Cantwell by Coast Div. Supt. J. J. Jordan when Cantwell completed his last trip Oct. 27. He had enviable safety record. L-R: Conductor W. G. Welt, Cantwell, Supt. Jordan, Safety Supervisor A. A. Lowe.

**STOREMAN RETIRES:** The group pictured below is honoring Dante Petrocchi, store foreman at Sacramento Store, who retired Oct. 15 after 48 years of continuous service with SP. He served in the rolling mill at Sacramento in 1905, joined the Stores Department when it was first organized as storekeeper in Store No. 8. Radio was presented by A. A. Thomas, who worked with Petrocchi in 1905.





MUTUAL CONGRATULATIONS pass between L. F. Carter (left) and J. C. Hanssen, as Carter prepares to leave Roseville for his new post as assistant master mechanic at Eugene. Hanssen succeeds him as general RH foreman at Roseville. (See Column 1.)

Salt Lake Division, the following figured in shop promotions at Sparks: **Wm. Schipper, Wm. Foote, Herbert Covington, Frank Coutlan, Eddie McQuarrie, Jack Loneridge,** and **Charles Lakin. Hugh F. O'Neil** is the new extra gang timekeeper at Rombo. ● On the San Joaquin Division the following figured in promotions and new jobs at Bakersfield: **Evelyn Kelly, Lelia Fyle, Genevieve Mahony, Mary Easterwood,** and **Johanna Aardweg.**

**Engineering:** After the death of Division Engineer P. A. Pelkert, **G. L. Morrison**, former asst. terminal sup't at LA. became division engineer on the SL Division. Morrison started railroading in 1913 as clerk on the T&NO. He resumed railroad service as switchman in 1919 after army service. In 1922 he became rodman on the LA Division, then roadmaster in 1940, asst. trainmaster and asst. terminal superintendent this year.

**Motive Power: L. F. Carter,** formerly general roundhouse foreman at Roseville, was appointed to fill the new position of asst. master mechanic at Eugene Yard, effective October 8. Carter started with SP as machinist at West Oakland in 1912, went to Dunsmuir in 1916, became day roundhouse foreman at Klamath Falls in 1931, foreman at Roseville in 1937, general roundhouse foreman in 1938 up to his recent promotion. He is succeeded by **J. C. Hanssen,** who began railroading in 1919 as a machinist apprentice in Sacramento. In 1922 he moved to Roseville as machinist foreman, became roundhouse foreman in 1938. ● **D. D. McClure** was recently appointed to the new position of master car repairer on the San Joaquin Division with headquarters at Bakersfield. McClure was an apprentice at Ogden in 1900, became air brake inspector at Stockton in 1906, returned to Ogden in 1918 and became car foreman at Sparks in 1922. In 1924 he was made general car foreman at Bakersfield.

**Freight Traffic:** Following the traffic promotions reported last month, **C. C. Fisher** moves from TFA at San Jose to CFA in Oakland, being succeeded by **Clayton E. Ward,** formerly CFA in San Francisco. Extension of territories in Oakland District resulted in former CFA **John F. Elwood** becoming TFA with headquarters in Oakland. **C. M. Kinsel** becomes routing and solicitation clerk in SF following transfer of **D. L. Wilson** to Oakland, while **Marshall P. Sayles** moves from personal clerk to AGFA to routing, solicitation, and statistical clerk. Other traffic men involved in promotions: **T. E. McKittrick, W. S. Wright, E. N. Ferretta,** and **M. J. London. J. C. Williams** left SP service.

**Passenger Traffic:** New clerks in the Oakland DPO are **A. T. Wulfrat** and **A. V. Halling. J. A. Jeans** left SP service.

**Accounting:** The following figured in recent promotions in the Miscellaneous Accounts Dept.: **A. H. Wilson, G. E. Bonner, W. A. Callaway, W. P. Widener, C. W. Van Sant, G. W. Kenster** and **J. C. Jaspar** made traveling auditors; **D. R. Love, Jr.,** made asst. chief clerk Station Agents Accounts Bureau; **H. E. Taylor, A. R. Beach** and **G. R. Bones** made traveling auditors' clerks.

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## Died:

**Los Angeles:** Charles A. McDonald, 94, locomotive engineer, Sept. 27. McDonald was the third oldest pensioner on SP's rolls and widely known throughout Los Angeles. He joined SP in 1892, served for 50 years on the LA Div., was pensioned in 1912. ● **Tony Griffin,** pass. brakeman, in LA Hospital, Oct. 15, after forty years' service with SP. ● **Arthur Glover,** porter at LA Station, Oct. 5. ● **Frank Meyers Robards,** baggage clerk at Pomona, Sept. 20 ● **Claudieous Lee Crouse,** parcel check clerk, Oct. 6. ● Pensioners: **Frank E. Blessington,** conductor, Sept. 28; **Frank F. Covington,** towerman, Sept. 15; **Frank G. Gutekunst,** car inspector, Oct. 6; **Charles A. McDonald,** engineer, Sept. 27; **Robert A. Spreckles,** yardman, Aug. 17.

**Portland:** Pensioners: **Charles J. Foless,** mill machinist, Aug. 23; **Henry Phillips,** machinist, Sept. 25.

**Sacramento: Cyrus Carl,** brakeman, of a sudden heart attack, Oct. 17, after 40 years' SP service. ● **Woodrow W. Parlet,** yardman, Sept. 21. ● Pensioners: **William H. Adams,** section foreman, Sept. 19; **J. V. Cattuzzo,** section foreman, Oct. 8; **Alonzo Priest,** engineer, Oct. 2; **Andrew Winters,** conductor, Oct. 9.

**Shops:** Sacramento — Pensioners: **Thomas K. Barkworth,** machinist, Sept. 27; **Charles Carthew,** truck builder, Sept. 28; **Ben F. Garner,** machinist, Oct. 8; **Michael J. Kelley,** molder, Oct. 2; **Frederick C. Schwartz,** pipe helper, Sept. 29; **John Trethewav,** fireman, Oct. 9. . . . LA—**Wm. A. Bleakley,** blacksmith helper, Sept. 20. ● **Chas. L. Corrick,** machinist, Sept. 21.

**Salt Lake: Merrill A. McPeak,** machinist, Sparks, Oct. 14. ● **Arthur W. Johnson,** car inspector, Sparks, Sept. 28. ● **Wm. H. Butler,** boilermaker, Oct. 14. ● **F. W. Easton,** retired rdmstr., Sept. 27.

**Western:** Pensioners: **Edwin R. Cutler,** freight car repairer, Oct. 6; **John A. Nickle,** trucker, Oct. 11.

**Rio Grande: John M. Chansler,** yardman at Douglas, Oct. 14. ● **A. A. Philips,** engineer, at Tucumcari, Sept. 27. ● **Geo. Koyboll,** yardman, at El Paso, Oct. 3. ● Pensioner: **Amos A. Phillips,** engineer, Sept. 27.

**Tucson: M. W. Bouck,** agent at Bowie, while on vacation in Canada, Oct. 1. ● **Ralph E. Reece,** engineer, Oct. 2.

**Coast Division:** Pensioners: **Wm. J. Allen,** night roundhouse foreman at Mission Bay, Oct. 3; **Pietro Isola,** stevedore, Sept. 27; **Ed McDonald,** clerk, Oct. 19.

**Miscellaneous: Albert G. Johnson,** pensioned stationary engineer on the Interurban Electric Ry., Oct. 7.

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## Marching "Rails":

It seems that we'll have to start reporting a two-way movement, for while the Army is still calling SP'ers for military service, some of the boys are returning to railroad ranks after completing their year's training. First three checking in to the General Freight Office: **J. M. Riordan, R. L. Wheeler,** and **Wm. R. Dyer, Jr.** ● En route to parade grounds from the Sacramento Division go **Ned Sanguigni** and **Charles Cooley** of the Sacramento Shops, and **J. K. Brent,** timekeeper at Roseville. ● **Henry Watson,** machinist helper in the Tucson Roundhouse and a Brigadier General in the Quartermaster Corps of The Home Reserve, will leave shortly for Washington, D. C., to attend a meeting pertaining to the National Home Defense Act. ● A tap on the shoulder from Uncle Sam came for **Donald White,** messenger in the SF DPO. White is son of **Loren White,** engineer on the Western Division. ● **Andy Shea,** popular member of the Freight Claim Department, is being measured for suits in the khaki shade. ● Brakeman **Ray B. Wilson** and Carpenter Helper **Peter Metzer,** both of Bakersfield, practically met each other coming and going from the Army. Ray joined the military October 7, Metzer finished his training about the same time. ● **Walter Sepnt** of the Asst. Gen'l Auditor's office and popular SP clubman, recently enlisted in the Navy. ● Other reports reaching us of ex-AGA men: **John L. Darms, Jr.,** of the Signal Corps at Fort Monmouth, N. J., recently was advanced to 2nd Lieutenant, and got married on the strength of it. Private **Jack G. Livingston** of Battery "D" at Camp Wallace, Texas, says he is getting along O.K. Private **Leonard Goldsworthy** of the 6th Battalion at Fort Knox, Ky., reports that he'll still take California. Private **Francis McCarthy** is taking a special training in the Flight 8-35Sth School Squad at Jefferson Barracks, Mo. **Robert Bliss** reports all well at Camp Roberts. ● War Correspondent in the Asst. Misc. Accts. office issues the following: **Franklin Cullen** left to join the Colors Oct. 24. **Jim Cranna** of the Naval Reserve in SF can't keep out of hot water and is convalescing from bad burns received from scalding. **Clint Harvey** has been promoted to Second Class Petty Officer with the Naval Reserve at Treasure Island. **Jim Melrose** has applied for transfer to the Photographic Detail of the Naval Reserves, SF. **Fred Daly** passed exams for Army Officers' School, leaves for the East in Jan. He also won a medal for marksmanship. ● **Elmer Tiahart,** Paso Robles, and **Charles Myrick,** Watsonville, are PMT'ers recently called to the colors.

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## Married:

A duo of railroaders was involved when **A. Gerald Wells** married Miss Betty Lou Anderson, Oct. 10, in SF. Wells works in Capital Expenditures Dept. and his bride is the daughter of **R. W. Anderson,** chief clerk, System Committee on Insurance. (Picture, this page.) ● The Bachelors' Club of the Tucson Roundhouse was shaken to its foundations when four of its charter members retired by annexing spouses. Machinist **Rosendo Juarez** (president of the Bachelors for nine years!) married Miss Julia Monjardin, Sept. 1; Painter Helper **Robert Silvas** to Miss Delia Aguirre (picture, page 23); Boilermaker Helper **Tony Saenz** to Consuelo Romero, August 21; and Machinist **Arthur Ortiz** to Miss Bernice Robles. (PS: The Bachelors' Club is thinking of disbanding.) ● Deliveryman **Teddy J. Criss** was married at Sparks, Sept. 27. ● **Frank Joseph Silva** to Miss Katherine Gee. Silva is one of the three Frank Josephs in the Car Department at Watsonville Jct. ● **Allan K. Maxwell** to Miss Margaret Havens, at Los Vegas, Sept. 20. Maxwell is foreman freight repairs at LA Gen'l Shops. ● **James J. Leddy** to Miss Geraldine Hampshire, in Reno, Oct. 12. Leddy is locomotive fireman on Sacramento Div. ● Congratulations from San Joaquin railroaders to **Taylor S. Clayton** and his bride, Miss Ruth Carter. They were married Oct. 17 in Minden, Nevada. Clayton is asst. supervisor clerk in the B&B Dept., Bakersfield. ● **Clarence O. McClain** to Miss Doris Johnson, at Yuma, Oct. 4. McClain is brakeman on the LA Division. ● **Samuel Thompson** to Miss Virginia G. Viccaro, in Sacramento, Oct. 26. Thompson is a blacksmith in the Spring Shop, Sacramento. ● **Clifford Kendall** of Asst. Gen'l Auditor's office to Miss **Betty Ehrhorn** of Aud. Freight Accts., Oct. 25. ● **Paul E. Boas** of Asst. Gen'l Auditor to Miss Bernice Golden, Oct. 26.



Mr. and Mrs. A. Gerald Wells, married Oct. 10, are a railroad duo. Wells works in Cap. Expenditures; his wife is daughter of R. W. Anderson, CC, Sys. Committee, Insurance

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## Born:

Mr. and Mrs. **H. R. Tobeck** are beaming over the birth of a son. Tobeck is carman helper in Watsonville. ● It's a son, **Oscar Earrios, Jr.,** and the "SW" office in El Paso is plenty proud. Papa Earrios is one of the gang at "SW." ● Cigars were passed around Tucson by **Wayne Boyd** and **Arlo A. Ward,** as they both celebrated the arrival of baby boys. Boyd is a stenographer and Ward a yardmaster. ● To Mr. and Mrs. **Charles L. Koppany,** a son, October 1. Koppany is freight carman at LA General Shops. ● The radiant expressions in the Central Timekeeping Bureau were on the faces of **Bob Farwell** and **Larry Cassell,** both recent fathers. ● "It's a daughter. She weighs 8 pounds 3 ounces. She was born October 4 at 11:14 P. M. at Dante Hospital and we're all doing well." So bubbled **Fred Nief,** requisition clerk in General Office Telegraph Dept. ● To Mr. and Mrs. **Robert Pitmann,** a boy, October 11. Pitmann works in Sacramento Shops. ● Duplicates to members of the SF Duplicating Dept.: a son to Mr. and Mrs. **James P. Kirby,** a daughter (Hazel) to Mr. and Mrs. **Nick Fotopoules.** ● From the Tucson Roundhouse comes word of Irma, 7½ pounds, arriving at the home of Mr. and Mrs. **Frank Nevares,** machinist helper; and Arthur Junior, almost 9 pounds, for Mr. and Mrs. **Arthur Bain,** October 2. ● Proud parents are Mr. and Mrs. **Vernon Strauch** after the arrival of their six-pound baby boy. Strauch is helper at Sacramento Stores. ● To Mr. and Mrs. **Harvey W. Prober,** a son, Sept. 11. Prober is B&B Carpenter at Los Angeles. ● Mr. and Mrs. **Alfred Hawke** are plenty proud of their husky son (9 pounds, 4 ounces) who arrived Sept. 30. Hawke is a pattern maker, Sacramento Shops. ● Mr. and Mrs. **Lawrence Hauge,** a son, Sept. 23. Hauge is carman in Car Shop 2 at Sacto. Shops. ● Mr. and Mrs. **Melborne Wright,** a son, Oct. 1. Wright is a machinist helper at Sparks. ● Congratulations from Oakland Freight Terminal employes go to Mr. and Mrs. **Uberti,** Jr. and Mrs. **Ray Young,** Mr. and Mrs. **Francis Frezzetti** on the arrival of sons; to Mr. and Mrs. **J. Pinedo** on the arrival of a daughter. ● To Mr. and Mrs. **Meyer Jacobs,** a daughter, Oct. 23. Jacobs is erecting shop foreman at Sparks. ● **Jack Fletcher,** of PMT at San Luis Obispo, welcomed his third daughter, three in a row.



Mr. and Mrs. Robert Silvas cut their wedding cake after their marriage in Tucson. Silvas is painter's helper at Tucson roundhouse his wife, the former Delia Aguirre.

## The "Bulletin" Correspondents—*They'd Like to Have Your News Items*

**Western Division: Walter E. Lake,** lease agent, Oakland Pier. *Assistants:* **Henry Lorett,** Oakland Pier; **E. O. Ornelles,** West Oakland Yard; **R. Rooney,** Water Service Dept.; **M. A. Stahowski,** West Oakland; **R. J. LeClert, Tracy; E. R. Stevenson, Tracy; J. E. Stone,** West Oakland; **S. A. Reese,** Frt. Office; **A. R. Caughey,** Stockton.

**Sacramento Division: J. A. Collins,** ass't chief clerk, Sacramento. *Assistant:* **W. C. "Sparky" Heilbron,** Roseville.

**Shasta Division: W. L. Minor,** Dunsmuir. *Assistant:* **Harvey Teal,** Klamath Falls.

**Salt Lake Division: George Greenwood,** sup't sec'ty, Ogden. *Assistants:* **Bruno Tassone,** Sparks; **D. DeGroat,** Montello; **Burton Howard,** Carlin; **G. A. Gatti** and **D. Buswell,** Imlay.

**Portland Division: Howard E. Bailey,** sec'ty to ass't superintendent, Portland. *Assistants:* All agents and roadmasters' clerks.

**Coast Division: J. A. Knudson,** personal record clerk, 3rd St., San Francisco. *Assistants:* **Melvin Tiner,** San Luis Obispo; **F. J. McCabe,** Watsonville Junction; **Ralph Sheehan, 4th & Berry, S.F., R. McClintock,** and **S. W. McCarley,** San Jose.

**San Joaquin Division: Tom Billingsley,** sup't sec'ty, Bakersfield. *Assistants:* **Lucille St. Louis,** Fresno; **E. W. Smith,** Bakersfield roundhouse; **L. W. Summers,** Delano; **Lyle Bulgerin,** Bakersfield.

**Los Angeles Division: Walter S. Olson,** sup't sec'ty, Los Angeles. *Assistants:* **Jas. B. Steele,** Taylor Roundhouse; **Max M. Damon,** L.A. Freight Station; **Chas. Lewis** and **K. P. Ginn,** SP Club.

**Tucson Division: Leroy Magers,** Asst. C. C., Tucson. *Assistants:* **Mike Quihuis,** Tucson; **Eddie Amaya,** Yuma; **D. B. Dorsey,** Phoenix; **H. C. Collier,** Gila; **Max Richards,** Globe.

**Rio Grande Division: Robt. R. Hall,** payroll voucher clerk, El Paso. *Assistants:* **R. U. McLean,** El Paso; **L. B. Armstrong,** Tucumcari; **R. D. Robin,** Deming; **Geo. Ferguson,** Douglas; **J. S. Stearn,** Carrizozo.

**Stores Dept.: W. M. Brandt,** Gen'l Storekeeper's Office, S.F. *Assistants:* **H. J. Overmire,** Sacramento; **F. M. Connett,** West Oakland; **F. J. O'Donnell,** Los Angeles; **E. E. Cummings,** El Paso; **C. S. Boroughs,** Portland; **W. F. Beall,** West Oakland.

**Sacramento Gen'l Shops: John F. Davis.** *Assistants:* **O. E. Chappell, T. B. Miller, W. J. Lambert, Edw. A. Cecchettini, R. R. Johnson, Wm. Avila.**

**Los Angeles Gen'l Shops: Carl G. Randall.**

**El Paso Gen'l Shops: G. H. Zierath,** general clerk.

**Telegraph Dept.: Tait Dowd,** general clerk, San Francisco. *Assistants:* **Evelyn Cutter,** "ED", San Francisco; **C. E. Welsh,** "UN", Tucson; **Fern Lision,** "BU" Los Angeles; **J. K. Brent,** "H", Sacramento; **A. W. Clark,** "SW", El Paso; **L. V. Hawkins,** "PW" Portland.

**Traffic Dept.: Dorothy Ferle Johnson,** Gen'l Freight, S.F.; **I. H. Jarman,** Gen'l Pass., S.F.; **Paul Streight,** Gen'l Freight, Portland; **N. G. Hewson,** Gen'l Freight, L.A.; **Chas. G. Shea,** Gen'l Pass., L.A.; **L. E. Reimer,** Dis. Pass., S.F.; **J. A. Jeans,** Dis. Pass., Oakland; **A. Paul Flanagan,** Dis. Freight, S.F.; **Frank Wisdom,** Dis. Pass., L.A.; **E. D. Culp,** Seattle.

**General Offices: Walter M. Ridgwell,** Ass't Gen'l Auditor; **Lorraine Fralich,** Auditor Misc. Accounts; **Russell Knox,** Auditor Cap. Expenditures; **G. D. Frey,** Aud. Disbursements; **Joe Falconer,** Aud. Freight Accts.; **Phil Herrmann,** Aud. Pass. Accts.; **Everett Dial,** Central Timekeeping; **August Cheyrias,** Equipment Service; **Beth G. Parliman,** Law; **W. C. Allen,** Dining Car; **R. J. Dettling,** Chief Engineer; **Gene Eagen,** Motive Power; **W. J. Hayes,** Purchasing; **A. L. Fries,** Freight Claims; **Bert Ream,** Operating.

**San Diego & AE Ry.: Al Wyttenbach,** telegrapher "KN", San Diego.

**Pacific Motor Trucking: C. D. Calkins,** San Francisco. *Assistants:* **E. R. Smith,** Portland; **O. M. Melsheimer,** Los Angeles; **Allen Hansen,** Tucson.

**Pacific Fruit Express: B. W. Rhoads,** San Francisco.

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